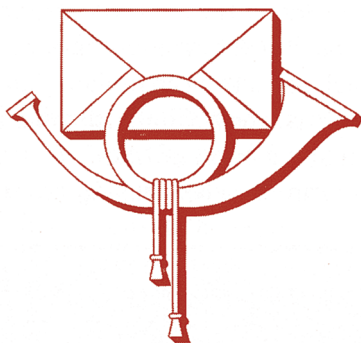
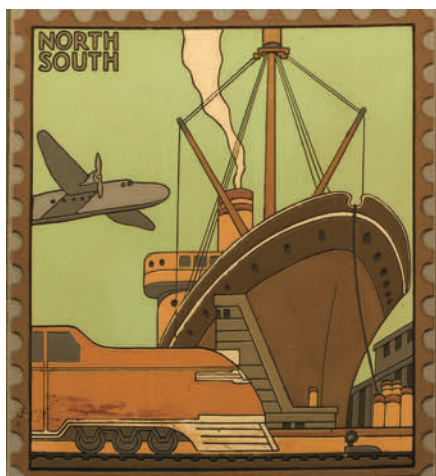


Postal History Journal



NUMBER 164

JUNE 2016



The Traveling Post Offices of Bolivia

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Post Offices & Ranches of Alberta's Porcupine Hills

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1792 Report of Mails Sent

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Carried by the SS *Sirius*

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Illustrated Letter Stationery of New York City

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Editors: Diane DeBlois & Robert Dalton Harris, P.O. Box 477, West Sand Lake NY 12196,
U.S.A. <agatherin@yahoo.com>

Editorial Board: Yamil H. Kouri; Roger P. Quinby; Harlan F. Stone; Stephen S. Washburne; &

U.S. Associate Editor: Kenneth Grant, E11960 Kessler Rd., Baraboo WI 53913 <kenneth.grant@uwec.edu>

Foreign Associate Editor: Joseph J. Geraci, P.O. Box 4129, Merrifield VA 22116, U.S.A.
<j.j.geraci@att.net>

Advertising Manager: Michael Mead <michael.e.mead@verizon.net>

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The Traveling Post Offices of Bolivia:

The Antofagasta & Bolivia Railway, Inception & Consolidation 1873-1907

by Barry Hobbs

It was the great Robson Lowe who once described philatelists as “*students of science*,” but postal historians as “*students of humanity*.” Such definitions could stimulate much debate but it is undoubtedly true that postal history encompasses much more than just routes and rates and that, for many collectors, the pleasure derived from the hobby comes from researching the people who wrote and received the letters and from reflecting on the social milieu in which they lived.

Sadly however, it is unusual for us to know anything about the humble postal clerks who traveled those routes or applied those rates that have been so extensively studied. Their lives and working conditions are often lost to us and indeed it is rare to even know their names. Just occasionally however the veil is lifted, albeit briefly, and we gain an insight into the world of those people whose task it was to make the postal system function effectively, despite the inherent dangers and difficulties they may have faced. Such is true of the mail clerks who operated the TPOs of the Antofagasta and Bolivia Railway.

The Railway’s origins can be traced back to the 1870s when there was a desperate need to provide a more efficient method of transporting the ores and mineral products from land-locked Bolivia to the Chilean port of Antofagasta on the Pacific Coast of South America. Industrial expansion was putting intolerable strains on the traditional modes of transportation by pack animal and cart. Production figures for just one mining operation, based at Pulacayo, show that by the 1890s, if there had been no railway, the Company would have needed some 60,000 llamas or 30,000 mules to carry the ore to Antofagasta, a journey of approximately twenty-five days over tortuous roads and trails.

Work on the railway began at Antofagasta in 1873. The first section across the inhospitable terrain of the Atacama Desert took 14 years to complete and involved a punishing climb of nearly 13,000 feet in just over 200 miles to reach the Bolivian border at Ollagüe. From there construction across the Bolivian Altiplano was more rapid, the line being completed to Uyuni in 1889 and Oruro in 1892. Early timetables show that it took trains on average 36 hours to cover the 600 miles from the terminus at Oruro to Antofagasta.

For mail clerks therefore the journey was long and arduous and the working environment could leave much to be desired. The conditions of their employment can be gauged from a report produced by the Chilean Postal Authorities in 1922 contained in the *Boletín de Correos y Telégrafos*, Ano. 1, Santiago, May 22, No. 5.

Everyone knows that since the beginning only a very narrow and unhygienic corner was allotted to the Post in the so-called Post and Parcel railway cars. It was less than a third part of the car and comfort and safety were completely unknown. No change or reform has been introduced in these cars in the last 25 years. However, the quantity of letters and parcels and the size of the job to be done have no comparison with that of 25 years ago. Yet today the same cars are handling the mail in the same old equipment, ignoring the proper requirements of the job, sacrificing the clerks and obliging them to work in sub-human conditions, surrounded by an enormous number of bags and parcels which need to be moved several times until they are delivered to their final destination. To be

added to this situation is the lack of artificial illumination, unlocked doors, immovable sorting boxes plus the intoxicating environment inside the postal cars as a result of the natural necessity of the clerks forcing them to make use of the TPO facilities as no hygienic equipment was ever provided in these cars. Everybody can see that the Railway Authorities have not helped in any way to make easier and more humane the job of the Postal Clerks on the trains.



Squalid working conditions were not the only problem faced by the mail clerks. In the early years armed bandits were a constant danger. It comes as no surprise that the first patients to be admitted into the Railway Company's newly-built hospital were victims of a hold-up. Alan Codling, in his definitive book on Chilean TPOs, describes the artifacts

that have survived from these hazardous times. In the old station at Antofagasta is a display cabinet containing rifles captured from robbers with nicknames such as “Death Walking” and “The Giraffe.” The most famous bandits associated with the railway were the legendary Butch Cassidy and the Sundance Kid. They robbed an Antofagasta Bank in 1907 and there is a Baldwin 2-6-0 tank engine and the remains of a bullet-holed carriage at Pulacayo that are said to have been part of a train attacked by this pair of outlaws. Their end came in November 1908, when they ambushed the payroll of the Aramayo Mining Company as it was being taken by mule through the mountains near Uyuni. They made the fatal mistake of also stealing the mule that was clearly branded “A” for Aramayo. The animal was spotted by police a few days later in San Vincenti, and in the subsequent shoot-out, the money (all \$7,000 of it) was recovered. The bandits are buried nearby.

It would seem that the dangers were not just restricted to armed robbers, however. If stories are to be believed, the hostile environment of the Atacama Desert could pose a serious risk. There is a famous tale of “El Mariconazo,” a lonely stationmaster on Chile’s nearby Longitudinal Railway in the 1920s, who went mad and became a serial killer, preying on single men who were seeking refuge or company in the station and who finished up “empampados”, buried out in the desert. There were also risks from stepping off a stationary or slow moving train to stretch one’s legs. Trains could sometimes depart without staff checking that everyone was back on board. Stories are told of one Julio Riquelme Ramirez, a bank employee traveling to a family christening at Iquique in 1956, who was left behind and whose remains lay undiscovered for some 43 years. Ramirez’s fate was not unique. Thirst, cold, panic and insanity could lead to people wandering off into the pampas and disappearing without trace or turning up years later as mummified corpses. A soldier from the War of the Pacific (1879-1884) was found over 100 years later still in his battle uniform, together with a notebook in which he had written down his impressions of the campaign.



Figure 1: BALLADARES : EARLY USE IN BLACK : POOPO to CHALLAPATA CIRCA 1895
The combination of a town canceller (Poopo) with a TPO postmark is unusual. Covers normally carry only the TPO marking. Much of the early TPO mail consists of postal stationery sent to local companies linked to the mining industry.



Figure 2: BALLADARES : LATE USE IN BLUE : CHALLAPATA TO LONDON JUNE 1905 “VIA ANTOFAGASTA, VALPARAISO & LOS ANDES” Most TPO mail destined for Europe either went via Antofagasta and Panama or was offloaded at Uyuni and carried directly overland to Buenos Aires. This letter took a more circuitous route down the coast from Antofagasta to Valparaíso, then over the Andes to the Argentinean railhead at Mendoza, and thence by train to Buenos Aires.

The changing fortunes of the Bolivian TPO system can be discerned from an analysis of the ambulante handstamps employed over the fifty years between 1890 and 1940. In the early years, only two mail clerks seem to have been employed on what was a relatively limited service. The names of these two clerks have been immortalized by their use of personalized handstamps, a practice believed to be unique to the early TPOs of Bolivia. (Though U.S. RMS clerks wielded personal handstamps upon registry package envelopes and other internal forms. *ed.*) It may be that these employees were required to provide their own cancellers. Certainly there seems to be an element of one-upmanship when one compares the somewhat understated handstamp of the first clerk Antonio(?) Balladares (Figure 3), with the larger and more flamboyant canceller employed by the second recruit to the service, José Tovar (Figure 3).



Figure 3: TOVAR : CHALLAPATA 30th MAY 1901 TO DUNDEE “VIA ANTOFAGASTA & PANAMA” The Letter arrived at Dundee on 12th July after a passage of 44 days. By this stage, a significant proportion of TPO mail was destined for Europe.

At the beginning of the twentieth century, the TPO service entered into what may be considered its golden age. Use expanded significantly and working practices seem to have become more standardized. The early personalized handstamps were phased out and replaced by four types of generic oval (Figures 4 to 7).



Figure 4: TYPE 1 GENERIC OVAL : EARLY USE IN BLACK : ORURO 15th OCTOBER 1895 TO BASEL "VIA VALPARAISO, LOS ANDES Y BUENOS AIRES" From Buenos Aires, this letter was carried across the South Atlantic on the French Ligne J Packet "Portugal", which arrived at Bordeaux on 27th November.



Figure 5: TYPE 1 GENERIC OVAL : LATER USE IN BLUE : ORURO TO DETMOLD, GERMANY JANUARY 1903 "VIA TUPIZA - BUENOS AIRES" This stationery card would have been carried overland from Uyuni on part of the trail used by the Spanish for their consignments of Bolivian silver from Potosi to the River Plate.



Figure 6: TYPE 2 GENERIC OVAL : ORURO TO DEUTZ, GERMANY VIA ANTOFAFASTA MAY 1898. This handstamp had a very short period of use, perhaps as little as three months.



Figure 7: TYPE 3 GENERIC OVAL : ORURO TO KENZINGEN, GERMANY "VIA TUPIZA & BUENOS AIRES" AUGUST 1900. A number of attractive covers and cards are known addressed to Herr Rieder who one suspects was a collector or dealer!

Types 1 and 3 are found the most frequently, although all Bolivian TPO markings are very elusive and some are of the utmost rarity. Type 2 had a very short period of use, possible because its small lettering rendered it liable to clogging. Type 4, the last of the four generic 'Bolivia' ovals, is by far the rarest (Figure 8). Its introduction, circa 1907, coincided with a significant reduction in the use of the Traveling Post Office. The reason for this decline is not clear. The railway was about to undergo a period of significant expansion and there is no doubt that, in the short term, this construction work caused considerable disruption to the TPO system. However this cannot explain a longer term decline that proved irreversible and perhaps one has to look to the gathering clouds of war, economic uncertainty, labor unrest and political upheaval. But thoughts on the impending storm are for another day and another article.



Figure 8: TYPE 4 GENERIC OVAL : ORURO TO BLACK ROCK, COUNTY DUBLIN MAY 1907. This handstamp had a very short period of use and examples are rare. The sender laments "This is not a beauty show but a typical street scene in Oruro If the hills around here had some of the Wicklow green on them they would look much better"

Researching TPOs from this part of South America risks becoming a very lonely furrow to plough. The material is scarce and little has previously been written on the subject. The author is most grateful to Alan Codling, for his kindness in sharing the fruits of his extensive research, and to Jay Walmsley and Denis Vandervelde for their company on this journey of discovery. We would all welcome any additional information that readers may have.

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BACK ISSUES: The editors can offer the following numbers of the *Postal History Journal* @\$15 (PO Box 477, West Sand Lake NY 12196; checks made out to the Society, or PayPal at www.postalhistorysociety.org): 58, 61, 62, 64, 68, 70-81, 83, 84, 85, 87, 88, 89, 118, 119, 121, 122, 123, 129, 132, 137, 141, 142, 144, 145, 146, 149, 150, 152, 153, 155, 156, 157, 159, 160, 161. Thanks to Bob Bramwell for supplying The Royal Postal Museum in London's deficiency agatherin@yahoo.com

Post Offices and Ranches:

A Case Study of the Southeastern Porcupine Hills, Alberta, Canada

by Dale Speirs

Along the eastern slopes of the Rocky Mountains in Alberta, there is usually a gradual progression eastwards from mountains to foothills to rolling hills to flatlands. An exception is in the southwest portion of the province where there is a detached range of foothills known as the Porcupine Hills, separated from the mountains proper by the Livingstone valley. The southern edge of the hills is bounded by the Pincher Creek district.

This study looks at the post offices of the southeast side of the Porcupine Hills. Although this area had settlers by the middle-late 1800s, it wasn't until the railroad arrived in 1892 that homesteaders started to arrive in large numbers. Now the area is a mixture of irrigation farming, ranching, and the tourist trade. Other than Granum, all the other post offices were in ranch houses, and no other villages grew up in the area. The major attraction of the area today is the Head-Smashed-In Buffalo Jump, a provincial park with a world-class museum and designation as a United Nations cultural site.

Figure 1 shows a modern map of the southern end of the Porcupine Hills. Granum, straight east of the hills, is and was the only settlement, a small village. Figure 2 is a 1922 map modified by me to show all the pioneer post offices of the district between the railroad and the Porcupine Hills. The small squares are a mile on each side. The double-dash lines are the original oxen freight and cattle drive trails. A combination of good roads and expanded ranches killed off all the ranch house post offices. Figure 2a marks with red dots all the offices and the Peigan Reservation on a 1925 map.



Figure 1.

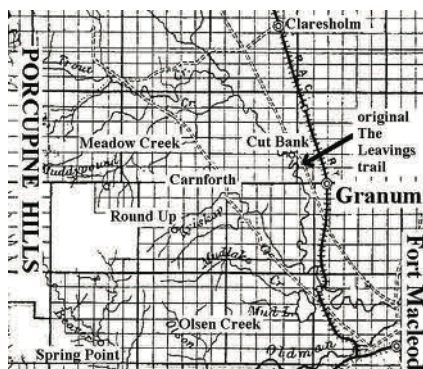


Figure 2.



Figure 2a.

The Leavings-Granum

The village of Granum is on the east side of Highway 2, the main north-south highway of Alberta which runs from the American border through Calgary and up to Edmonton. The highway runs parallel to the Canadian Pacific Railroad north-south mainline which was completed in 1893. The tracks in this area have been removed in modern times as shipping went to trucks.

The original name of the place was The Leavings. In the late 1800s before the railway arrived, the main supply route for Alberta was from Fort Benton, Montana, along the edge of the eastern slopes of the Porcupine Hills up to Fort Calgary (as it then was). In Figure 2, the arrow points to this trail. Anyone sending mail from southern Alberta had to obtain American stamps or rely on someone else to pay the postage for them when the letters reached Fort Benton. Oxen freight teams going north from Fort Macleod to Fort Calgary stopped at Willow Creek en route. The teams would be unyoked to water and feed, and the place became a transfer point for freight going to residents in the area. Mail was also carried and dispatched by favor. The name arose because the teamsters referred to it as the leaving place where the freight teams would leave for Fort Calgary after the stopover. Most of the area between Highway 2 and the edge of the Porcupine Hills is now cultivated fields, and any trace of the trails have long been eradicated at ground level. I drove around the grid roads in the area but could not locate any remains of the old trail.

When the CPR railroad came through in 1893, a nearby siding took the name and a village grew up.¹ The post office opened on August 1, 1904 in Hans Ellison's general store but soon moved into its own building. It was called The Leavings, but on October 1, 1907 changed its name to Granum as wheat growing became widespread in the district to the east of the railroad – *granum* being the Latin word for grain. Postmark collectors should note that there was a previous The Leavings post office west of Claresholm in the northeastern Porcupine Hills which opened under that name in 1894 but after three months changed its name to New Oxley. If the postmark date is 1894, then it is not the same one as the 1904 post office that became Granum. Claresholm and Granum citizens contested with each other over the right to the name "The Leavings," a contest which has not entirely faded away even today.



Figure 3.



Figure 4.

The first postmaster of The Leavings (now Granum) was J. Frederick McDougall, who served until 1906. Figure 3 shows the proof strike of its first postmark under its first name. Figure 4 is a photo of McDougall setting out to pick up the mails, with his young son beside him in the buggy. Fred and his wife Isabella arrived in 1902 from Manitoba as homesteaders. They initially stayed on the ranch of her uncle George Fraser, who was the first postmaster of Round Up (about which more below). He had two partners, the brothers Robert and John Baird. Robert was the second postmaster of Round Up and John married a McDougall daughter in later years. When the post office opened in The Leavings, the McDougalls moved into the village and lived in an annex of the post office building. They were rapidly expanding the size of their ranch during this time, so Fred

gave up the postmastership to concentrate on cattle.

There were three postmasters in the next two years, during which time the post office changed its name to Granum. Percy Alfred Smith took over in 1908 as postmaster. He was the longest serving postmaster, retiring in 1951. During his tenure the post office became a civil service position in 1948. Smith was an Englishman who had arrived in 1907 and established a general store, in a corner of which was the post office. There was no home delivery of mail but he knew everyone in the village and their lives. If a letter arrived which he thought was urgent, particularly during the war years, he would hand deliver it to the house. The post office moved twice to different buildings during his time.

Smith was succeeded by Harry George Perkins, who served until 1964. He was born and raised in nearby Fort Macleod and married a Granum woman named Mary Eileen Lang. After a variety of jobs and locations, they returned to Granum. Harry worked as a handyman in addition to the postmastership. Eileen was the postal clerk and telephone operator. During Perkins's tenure, mail delivery changed in 1955 from rail to highway truck. The railway had been superseded by Highway 2, which by this time had become faster and easier for freight hauling.

The next postmaster was William Roderick Cameron. He had been the local grain elevator agent but the dust had affected his health and his doctor told him to get into a safer line of work. He was the successful candidate out of eleven applicants to replace the retiring Perkins. Cameron served until 1968 when he was promoted to postmaster of Turner Valley, southwest of Calgary. After some brief turnovers in the position, Thomas R. Blair became the next postmaster in 1972. He was a farm boy who had worked a variety of jobs before getting the postmastership. His wife Linda worked as the postal clerk. Postal records cut off after him due to privacy laws but the post office continues as it did as of 2014. Figure 5 shows the old CDS cancel still being used in 1988 and Figure 6 is the pictorial cancel depicting some stems of wheat. Figure 7 was taken in 1988 and shows the author's mother, the late Betty Speirs, at the Granum post office. As of 2015, the post office is still in that building and looks much the same.



Figure 5.



Figure 6.



Figure 7.

Meadow Creek

Meadow Creek post office opened on September 1, 1895, and was the first post office in the southeastern Porcupine Hills. It was a ranch house post office which had its mail distributed to it from Claresholm, since The Leavings (Granum) post office wouldn't open for a decade yet. Figure 8 was taken in 2013 from Meadow Creek Road, looking west to the ranch in the far distance and the Porcupine Hills. The terrain looks similar for the other post offices mentioned below.



Figure 8.

E. Sloper Duck was the first postmaster, having come out west the year before with his brother James. They homesteaded on Meadow Creek but Sloper tired of rural life and took his family back to Chicago, giving up the postmastership in 1901. James took over as postmaster, moving the post office to his ranch, where he stayed until 1911. His wife's health began to fail so they moved to Calgary where she died the following year. The ranch was sold to J.L. (Larry) Cotter, who also took over the post office and served until 1916 as postmaster. Cotter had a varied career prior, and had been a constable in the North West Mounted Police. After serving in the Yukon gold rush, he was posted to the Fort Macleod district. Taking his discharge in 1904, he rode for the Waldron Ranch on the west side of the Porcupine Hills before buying the Duck homestead on the east side. The Cotters eventually moved into Claresholm.²

There was a brief interlude when a temporary postmaster came and went before Aubrey C. Watson became postmaster in 1918 and served until 1929. He was an Englishman who had worked on various ranches before taking up a spread at Meadow Creek. Besides the postmastership, he had the mail haulage contract to Claresholm and often took paying passengers along. He was succeeded by Mrs. Christina McIntosh as postmaster, whose husband hauled the mails to and from their ranch. Figure 9 is the proof strike of the registration postmark during her time in office. She resigned in 1932 and the mails henceforth went to the Carnforth post office. The Meadow Creek post office officially closed on February 28, 1933, but that was the administrative date back in Ottawa, and the actual closing was four months earlier.³

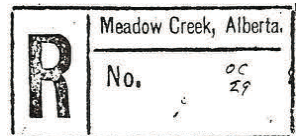


Figure 9.

Cut Bank

Cut Bank was the second post office to open in the area. The name refers to the steep banks of Willow Creek. This was a ranch house post office in the home of Fred Garrow, and he was the only postmaster during the lifespan of the post office from May 1, 1902 until April 30, 1912. It was very near the original location of The Leavings during the ox-team freighter days. Because it was so close to the railroad and what became Granum, a good road quickly finished it off. Ranchers further west into the Porcupine Hills continued

to be served by the Meadow Creek post office.



Figure 10.

When I went looking for the location in 2013, I was astonished to find it was marked by a roadside sign, as seen in Figure 10. In all my travels around Alberta, this is the only place I have seen where a ranch house post office was commemorated specifically as a post office. Some other ranch house post office locations had signs

marking the district as a whole, but not specifically just the post office. On the righthand side of the photo in the middle distance can be seen one of the small cliffs or cut banks of Willow Creek. The creek has carved itself deep down into the glacial sediments and is not visible at the low angle of the photo, but there are many such cut banks in the area.

Round Up

The Round Up post office opened on June 1, 1903, with George J. Fraser as the postmaster. He was an Ontario man who had first gone to British Columbia where he met the Baird brothers. The three of them bought a ranch on the southeast corner of the Porcupine Hills which was renamed Round Up. Fraser bought out the brothers in 1903 at the time he became postmaster, but the Bairds continued to ranch nearby.

Robert Baird was the mail contractor for the life of the post office. Figure 11 is an undated photo of him about to leave the ranch with a bag of mail at his side. Originally he brought the mail in from Fort Macleod but switched his route to The Leavings/ Granum when that post office opened. On November 19, 1904, the post office moved to Robert Baird's ranch and he was the final postmaster. At first he kept the post office in a corner of his kitchen but later moved it into his garage.



Figure 11.

Figure 12 is a proof strike of a postmark used during his tenure as postmaster. The post office closed permanently on April 30, 1920 as good roads made it redundant. Figure 13 is a view taken in 2013 looking west across the ranch to the Porcupine Hills. (The main herd of cattle were just outside the photo to the left. Being wild rangeland cattle, they all objected to my presence and scattered in every direction.)



Figure 12.

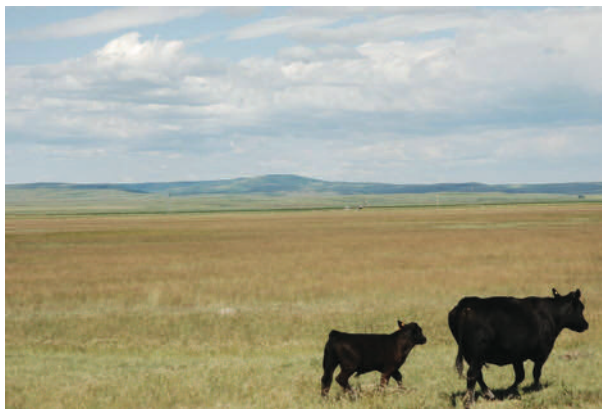


Figure 13.

Spring Point

This ranch house post office was on the very southeastern tip of the Porcupine Hills, and got its name from the abundant springs issuing from the rocks.⁴ It opened with John M. Bratton as the first postmaster from September 1, 1904 until 1909. He was succeeded by Joseph M. Allison, who unfortunately died suddenly in 1910. Theodore M. Brown then moved the post office to his ranch in 1910 and held the position until 1946. William Reed Walker was the final postmaster until February 28, 1950, when the post office closed permanently.

Although technically within the Porcupine Hills, the mail route was to Pincher Station to the south (not to be confused with its rival Pincher Creek). Spring Point was on Beaver Creek, which flowed south into the Oldman River, so the lay of the land made it easier to travel north-south than east-west. As roads improved, the mail route switched to Fort Macleod to the east.

Olsen Creek

The history of this area has mostly vanished into the mists of time. The creek is believed to be named after an early settler, who was not a registered homesteader and didn't stay long. The name is frequently misspelled in local histories as Olson, but the official documents all show Olsen. This ranch house post office only ever had one postmaster, C.W.E. Gardiner, who opened it on May 1, 1905. It closed on December 28, 1917, although the official closing date in Ottawa wasn't until March 31, 1918. The mail route was the same as for nearby Spring Point.

Holding-Carnforth

This post office opened on July 1, 1908, on the ranch of William J. Holding and took his name. The postmark proof strike is shown in Figure 14. He served as postmaster until 1912. Either he had second thoughts about being an egotist or else his neighbors pressured him, so during his tenure the name changed. The post office became Carnforth

on June 1, 1910, after the town in Lancashire, England, where Holding was from. The new postmark's proof strike is seen in Figure 15. Holding liked to write poetry and churned out doggerel by the ream. One such poem "The Mutt" lists all the debtors in the southeastern Porcupine Hills area, himself included, and says of Granum postmaster Percy Smith:

Say brothers, have the autumn leaves of duns betrayed your trail,
And Percy jocular behaved when handing out the mail?
Did he appraise those letters right and guess their curt portends,
And grin with knowing sly remark "Your yearly dividends?"

Edward King, not a poet, then took over the Carnforth post office and moved it to his ranch. He sold out in 1917 and took his family to Minnesota. The post office moved to the ranch of Walter Morris, he becoming postmaster on September 30, 1917. He served until 1932. The final postmaster was David Francis, who served briefly until September 30, 1933. By then good roads had eliminated the need for the post office to be on a ranch.



Figure 14.



Figure 15.

Head-Smashed-In

The feature tourist attraction of the southeastern Porcupine Hills is Head-Smashed-In Provincial Park, an ancient bison kill site used by the native tribes for 5,000 years. The tribes would herd bison along the top of the plateau, then stampede the animals off the cliff and butcher themselves a year's supply of beef and hides. The name comes from an aboriginal story about how one hunter was careless and was still standing under the cliff when the herd came thundering over. The Piikani name for the site is Iitsi'paksikhkinih kootsiwa, which translates as "Where He Got His Head Smashed In."⁵

No permanent settlement or ranch house post office ever existed at Head-Smashed-In. Today there is a large world-class museum at the south end of the cliff, through which one ascends to the top and then outside to walk along the cliff edge. All the docents are members of the Piikani tribe, whose Reserve is a short drive south of the site. The guide who showed me about the museum had quite a sense of humor and remarked that he was glad he could buy beef in a supermarket instead of having to spend days chasing and butchering bison with stone-flake knives. The road to the park goes past it to Spring Point and Olsen Creek, so the mail of those ranch house post offices would have gone by there.

There is no postal service at the museum today, but if they do open an outlet it will be a very collectible postmark! Head-Smashed-In has not yet attracted any settlement development and is a large museum standing alone in a rural area where the employees drive back to the Piikani Reserve at the end of the day, and tourists only stop for a few hours before heading back to Highway 2. Canada Post has issued two stamps depicting the site. Figure 16 shows a front view of the cliff. Figure 17 shows a view along the top of the cliff,



Figure 16.

looking south towards the museum roof, with the Waterton mountains in the far distance. The latter stamp was also issued as a postal card (Figure 18).



Figure 17.



Figure 18.

Epilogue

Highway 2, running north-south along the eastern side of the Porcupine Hills, meant that all the roads to the ranches became short side roads with only a half-hour drive to reach pavement at most, usually not more than ten minutes driving. My observation is that it is not the physical length of a good road that determines how quickly a rural post office will die, but rather the time elapsed to drive it. Because of the short travel time to Granum via the highway, the ranches did not need post offices anymore. They were thus wiped out even though the rural population did not change much. Because the railroad arrived at the same time as the settlers, followed by the highway paralleling the tracks, side roads were short and easily upgraded to good roads.

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Dale Speirs, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Calgary Philatelic Society, Alberta, Canada). This article is one in a series that he has provided for our readers on the disappearance of rural post offices in the province of Alberta. In PHJ 160, February 2015, appeared "A Case Study of the Livingstone Valley" that is, geographically, to the West of the Porcupine Hills - a third case study of areas whose post offices closed because of depopulation.

1792 Report of Letters Sent – Chesapeake Area, but Where?

by Diane DeBlois

The page illustrated, front and back, in Figure 1 records the letters sent from August 24 to September 6, 1792. Rudely ripped from its ledger, this document is mute as to which post office was its origin. The printed columns recorded the date of the Letter Bill sent (daily except for Sundays); the names of the post offices addressed; the amount in cents (there is a column for dollars, not used) for postage on, first unpaid and then paid, letters; and then the number of free letters (none).

I determined distance from source to destination, first based on single postage rates recorded (eg: 6 cents unpaid to Portsmouth), and then on probable aggregates (eg: 20 cents unpaid to Petersburg: 2 x 10 cents).

6 cents (under 30 Miles)

Norfolk
Portsmouth
Smithfield

8 cents (31 to 60 miles)

Cabin Point
Edenton

10 cents (61 to 100 miles)

Petersburg

12 1/2 cents (101-150 miles)

Bowling Green
Richmond
Washington
Williamsburg

15 cents (151-200)

Fredericksburg
Dumfries
Newbern

New Port (+ way charge)

17 cents (201-250)

Baltimore
Alexandria

20 cents (251-350)

Philadelphia
New York

Date of the Bill sent.	To what Office the Letters were sent.	Number of unpaid Letters.	Number of paid Letters.	Free Letters.
Aug 24	Cabin Point	2	6	0
Aug 25	Petersburg	10	0	0
Aug 26	Portsmouth	25	0	0
Aug 27	Smithfield	20	0	0
Aug 28	Portsmouth	6	0	0
Aug 29	Edenton	8	0	0
Aug 30	Bowling Green	10	0	0
Aug 31	Newbern	5	0	0
Sept 1	Petersburg	20	0	0
Sept 2	Smithfield	12	0	0
Sept 3	Portsmouth	18	0	0
Sept 4	Petersburg	6	0	0
Sept 5	Portsmouth	30	0	0
Sept 6	Richmond	25	0	0
Sept 7	Baltimore	25	0	0
Sept 8	Williamsburg	10	0	0
Sept 9	Smithfield	6	0	0
Sept 10	Portsmouth	12	0	0
Sept 11	Richmond	6	0	0
Sept 12	Baltimore	25	0	0
Sept 13	Petersburg	66	0	0
Sept 14	Richmond	18	0	0
Sept 15	Smithfield	12	0	0
Sept 16	Petersburg	10	0	0
Sept 17	Portsmouth	20	0	0
Sept 18	Baltimore	37	0	0
Sept 19	Richmond	10	0	0
Sept 20	Alexandria	37	0	0
Sept 21	New York	20	0	0
Sept 22	Fredericksburg	15	0	0
Sept 23	Portsmouth	6	0	0
Sept 24	Smithfield	18	0	0
Sept 25	Richmond	50	0	0
Sept 26	Petersburg	60	0	0
Sept 27	Williamsburg	15	0	0
Sept 28	Smithfield	56	0	0
Sept 29	Portsmouth	8	0	0
Sept 30	Petersburg	36	0	0
Sept 31	Portsmouth	40	0	0
Oct 1	New Port	38	0	0
Oct 2	Baltimore	75	0	0
Oct 3	Fredericksburg	15	0	0
Oct 4	Baltimore	10	0	0
Oct 5	Smithfield	18	0	0
Oct 6	Smithfield	30	0	0
Oct 7	Portsmouth	25	0	0
Oct 8	Baltimore	51	0	0
Oct 9	Portsmouth	20	0	0

Figure 1.

**Red Dots: Recorded Destinations
on Way Bills from Suffolk (*) Virginia
for two weeks, August 24-September 6, 1792**



22 cents (351-450)

25 cents (over 450)

Boston

Providence

I calculated mileage between places with a 1796 post route map. By this analysis, the post office in question must be Suffolk, Virginia, which was served on a route from Petersburg: 26 miles to Cabbinpoint, then 35 to Smithfield, then 22 to Suffolk, then 28 to Portsmouth, and 1 mile to Norfolk.

From Petersburg, the major north-south postal route went 25 miles to Richmond, then 23 to Hanover, 25 to Bowling Green, 22 to Fredericksburg, 25 to Dumfries, 19 to Alexandria, and 38 more to Baltimore (and from Baltimore northward to Philadelphia, New York, Boston, and Providence).

Other destinations on the north side of the James River were reached by a route out of Richmond: 30 miles to New Kent, then 30 to Williamsburg, 12 to York Town 21 to Hampton.

From Suffolk, itself, a route went south 32 miles to Mitchels, then 22 miles to Edenton, North Carolina, crossed Albemarle Sound 23 miles to Plymouth, 36 to Washington, crossed the Pamlico and Nuse Rivers 41 to Newbern. The vicissitudes of geography and politics are telling: these water crossings eased communication and saved postage among the county seats of Edenton, Washington and Newbern; but mail was not similarly carried across the James River, say from Smithfield to Williamsburg, requiring routing from Suffolk to Petersburg, then to Richmond, and then on a stage route

Figure 2: Detail, Abraham Bradley Jr., Map of the United States exhibiting post-roads ... 1796. [Library of Congress]

that ended at Hampton, across the mouth of the James River from Norfolk.

An anomaly in the destinations is Newport, with 31 cents unpaid recorded on August 29. There were two Newports in Virginia in 1792, neither of them with a post office (all other destinations recorded here do have offices). One Newport is listed on a side route out of Baltimore southeast to Leonardstown (30 miles to Annapolis, 21 to Upper Marlborough, 16 to Piscatawa, 46 to Port Tobacco, 11 to Newport with Allan's Fresh on the way, 9 to Chaptico, 11 to Leonardstown) - 380 miles from Suffolk, which would have meant a 22 cent postage rate. The other Newport is more likely. It was located on a side route out of Fredericksburgh east to Urbanna, and is marked on the map as being on the way to the first stop at Port Royal, 20 miles from Fredericksburgh - putting it in the 15 cent rate category. The best explanation for the 31 cent charge is that this was a double rated letter (most probably a letter with an enclosure), with one cent added as a "way" charge, knowing that the post rider would have to stop where there wasn't a post office. This anticipatory way charge is unusual - but, then, 1792 was the first year of such postage rates, and postmaster John Driver might not have before encountered the situation of delivering to a locale known to be on a postal route but without an office.

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May 1, 1838 - Carried by the SS *Sirius*?

by Diane DeBlois & Robert Dalton Harris

The Steamship *Sirius* is well known as the ship that arrived in New York on April 22, 1838, a day ahead of the *Great Western*, thereby inaugurating transatlantic mail service by steam.¹ The *Sirius* had been built in 1837 to serve the Cork to London line and then, the next year, was chartered for two voyages by the British and American Steam Navigation Company, specifically to best the purpose-built ship of the Great Western Steamship Company.

Figure 1: Painting of the SS *Sirius* by Samuel Walters 1842, National Maritime Museum.



The arrival of both steamships at New York was cause for celebration – and we found mention of the event in a letter written in Philadelphia on April 28:

I should not be surprised if you were to meet in England many Americans that you do not expect to see there – for the arrival at N. York after very short passage of the English Steam Packet Ships, the *Sirius* and *Great Western*, has excited such a sensation all over the country that people are talking of going over to England to pass the summer just as they formerly did to a watering place in our own country. The *Sirius* had a passage of 18 days from Cork, and the *Great Western* only 15 days from Bristol. And notwithstanding the weather was quite stormy, with frequent head winds, they never laid by a single day, or met with any accident whatever. Still I think I should be unwilling to make a voyage in one, until they had been tested at least one year.

The writer was Margaret Coxe (1781-1845, married to Daniel Coxe, 1769-1852, a powerful Philadelphia merchant who had helped found the Athenaeum) and she is corresponding with her brother, Edward S[hippen] Burd (1779-1848), addressing him care of Messrs. Welles & Co., who then forwarded it to the Hotel de Bath, Rue de Rivoli, in Paris.

Margaret may have been reluctant to travel to Europe on a steamship, but it appears as if her letter did - on the SS *Sirius*.

The letter's dateline of April 28 was a Saturday. The letter received its first postmark at Philadelphia on Monday, April 30 along with the manuscript markings "pr Havre Packet of 1st May" (the Havre Second Line of packets habitually left on the first of the month) and "single paid" (the Coxes probably had a charge account); and its second postmark at New York on May 1.



Figure 2: Cover (front and back) of a letter from Margaret Coxe in Philadelphia to Edward S. Burd in Paris, May 1 to May 23, 1838. Rate markings include 12 1/2 cents for carriage from Philadelphia to New York (blue datestamp of April 30, blue "paid" handstamp, manuscript markings "single paid" and "pr Havre Packet of 1st May"); (red New



York datestamp of May 1); 1 shilling 8 pence for arrival at Falmouth due in London, comprised of 8 pence ship fee plus a shilling inland fee, Falmouth to London 279 miles = 230 to 300 mile rate per Act of 1812 (red ship letter Falmouth handstamp, red "G" receiving handstamp of May 21); 1 shilling 6 pence that London debited France, under an 1836 Anglo-French Treaty (black London datestamp May 21); 28 decimes marked at Calais comprised of 18 decimes payback to U.K. plus 10 decimes internal postage from Calais to Paris (red receiving handstamp). [Authors' collection]

The *Sirius* left New York on May 1 and arrived at Falmouth May 18. Four packet boats also left New York on May 1. The Black Ball Line *North America* arrived at Liverpool on May 24; the Dramatic Line *Siddons* arrived at Liverpool on May 25; the Red Swallowtail Line *Saint James* arrived at Portsmouth on May 29.² The Havre Line *Utica* would not have made a landing at England.

By postal convention, a ship's mailbag was to be disembarked at the first port of landing (for the *Sirius*, Falmouth) and the mail sent overland to a distribution office (in this case, London) while the *Sirius* made for Gravesend and the Thames estuary.³ Mrs. Coxe's letter received a backstamp "Ship Letter/Falmouth," an incoming "G" marking of May 21, as well as a London postmark of the same day sending it on its way to Dover and

a mail steamer under control of the Admiralty to France. The only ship that could have carried the letter from May 1 in New York to overland delivery on May 21 in London was the steamship *Sirius* (the *Great Western* may have arrived in England on May 21, but at Bristol not London, and she had left New York on May 7).

To research the *Sirius*, we turned to *Lloyd's Lists*, held at the Guild Hall Library in London. List #7508 of March 28 records the *Sirius* in ballast, bound for Cork and then New York. #7510 of March 30 records that the *Sirius* had arrived from the River and embarked for Cork. We know from other sources that she left Cork on April 4 and her historic voyage took 18 days, 4 hours and 22 minutes.⁴

For the culmination of the return voyage, Lloyd's List #7553 of May 21 records that the *Sirius* had arrived from New York at Gravesend (mouth of the Thames River); having reached Falmouth May 18,⁵ leaving for Gravesend the next day ("left New York the 1st inst. with the mail") - the mail (letters, packets, newspapers) was taken off the *Sirius* at Falmouth. *Lloyd's List* also records "Vessels Spoken" – ships that, in this case, the *Sirius* met and exchanged mail with on the voyage (see Figure 3). The *Sirius* was reported to have spoken with the *Tyrian* Packet from Bermuda and Halifax on May 15, 700 miles West of Scilly,⁶ and the *Weser* from New Orleans on May 17, at latitude 49 longitude 11. List #7554 of May 22 records the *Sirius* arriving "in the River" and, further, that Vessels Spoken included the *Sampson*, London to New York, on May 12 at latitude 44 longitude 37 and the *London*, Havana to London on May 15, latitude 45 longitude 25. List #7555 of May 23 records that the *Sirius* "entered inwards." There was no record of her speaking with any of the Packets that had left New York on May 1.



Figure 3: Detail of "The World on Mercator's Projection" from Bacon's popular Atlas of the World published in 1893, showing the established steamship routes across the Atlantic. Marked with three X's are the points where the *Sirius* was recorded to have spoken with other vessels. From the West, the first X marks May 12 when the *Sirius* met the *Sampson* that was on her same path in the opposite direction; the second X marks May 15 when she met both the *Tyrian* on a path from Halifax and the *London* on a path from Havana; the third X marks May 17 when she met the *Weser* on a path from New Orleans. It could be said that these spots in the middle of the ocean are de facto postal exchange 'offices.' [Authors' collection]

Lloyd's Lists also provided "Newspapers Received" – not attached to any particular ship, but inferences can be made. May 21 List #7553 recorded that newspapers received were those from New York of May 1, Bermuda of March 31, Halifax of April 25, Boston of April 28 and New Orleans of April 7. Since the *Sirius* was reported by the same list to have spoken with vessels from both Halifax and New Orleans, it is likely she herself

carried the New York and Boston newspapers, the *Tyrian* provided the Bermuda and Halifax, and the *Weser* the New Orleans; all these newspapers having been brought overland to London from Falmouth.

May 22 List #7554 records the arrival of the *Great Western* at Bristol, and newspapers received were those from New York of May 5 and 7, and Philadelphia of May 5. The *Great Western* having left New York harbor on May 7, it can be concluded that she had carried all these papers.⁷

But why was Mrs. Coxe's letter, evidently, included in the letterbag of the *Sirius*, rather than of the Havre packet as the cover's inscription directed? Perhaps the letterbag of the Havre Second Line packet *Utica* closed earlier than that of the *Sirius* – the New York *Morning Herald* of May 1 announced the times for both the *Sirius* and the Black Ball Line packet *North America*:

Steam Ship Sirius for London. Passengers by this ship are requested to assemble at Whitehall Pier No. 1, East River, at 12 o'clock, THIS MORNING, May 1st, at which time the ship will sail. The letter bags will be taken from the Post Office, Merchants Exchange, at 11 o'clock precisely. Also the letter bags of the ship *North America*, at 11 1/2 o'clock same place. [Library of Congress]

We can also imagine that, given the extreme excitement in the city over the steamship, the postmaster would have been inclined to funnel letters to the *Sirius* (17,000 letters were reported in her letterbag), particularly since the owners of the vessel had indicated their service was gratis.⁸

A letter from Baltimore to London that received an April 30 New York datestamp has been reported carried on the *Sirius*, receiving a Falmouth arrival stamp and a London postmark of May 21.⁹ Similarly, another letter from New Orleans by U.S. Express Mail on April 22 bound for New York care of forwarding agents De Rham & Moore and re-addressed to Havre was reported carried in the letterbag of the *Sirius*. The letter did not receive a New York handstamp, but did receive both Falmouth and London May 21 markings.¹⁰

From London, Mrs. Coxe's letter traveled by mail coach of May 21 to Dover, and then by steamer to Calais ¹¹ (red receiving mark of May 23) and then was delivered to Paris and forwarded within the city. Edward's manuscript memorandum on the back of the cover indicates that he answered the letter from Paris, June 14, 1838, sending it by the packet *Rhone* to sail from Havre for New York on June 16.

Surviving letters between these siblings over several years (the University of Delaware has a large Burd family archive) indicates they were lively and politically aware correspondents. Edward Burd, a bi-lingual lawyer, had business dealings in both England and France, and was a friend of Joseph Bonaparte. In the letter described here, Margaret goes into great detail about the financial ramifications of the political tumult of 1838 – "I have just space to announce to you a great Whig victory in Baltimore in the election of Mr. Kennedy to the House of Representatives in Congress in the place of the deceased Mr. McKim – a true Loco-Foco – so that Baltimore is at last getting right. Specie payments are to be resumed in N. York in May. The Sub-Treasury bill will not pass, and government will be left in the vocative for money unless they will consent to adopt some rational mode of relieving the country. The bill rendering it penal to circulate and pass the old U.S. Bank notes has passed the Senate." Margaret's keen eye for political and financial detail no doubt served them both well.

Margaret's insight that the excitement at New York over the arrival of not one but two steamships would inspire people to more readily travel to the continent reflected the 'buzz' - particularly in James Gordon Bennett's *Morning Herald*. Bennett was a great advocate of speedy travel and booked passage on the *Sirius* of May 1. Of course, the hope for a revolution in overseas business information exchange lay not with the *Sirius*, despite her plucky record, but with the larger and faster *Great Western* that could carry more passengers, more freight, more coal.¹² After one more round trip, the *Sirius* returned to the Cork to London line for which she was designed; the *Great Western* completed 45 Atlantic crossings to 1846, averaging 16 days for a westward crossing and 13 days 9 hours for an eastward.¹³ Speed of communications was improved, but there were no regular sailing dates, and organized line traffic across the Atlantic that was well coordinated with the postal service remained on the horizon.

Endnotes

- ¹ Though all commentators agree that the *Sirius* arrived before the *Great Western*, the actual date and expression ("a day before" "no more than a few hours before") depends upon whether the arrival at 'The Bar' is counted, or the continuation into New York harbor. Robert Greenhalgh Albion, *The Rise of New York Port*, 1939, page 87 says the *Sirius* and the *Great Western* arrived on the same day of April 23 within a few hours of one another. But (page 318) the *Sirius* actually arrived off Sandy Hook the evening of April 22 and took 12 hours to reach the upper harbor. The *Great Western* was delayed in its departure from England until April 8, and crossed the Atlantic in 15 days.
- ² James R. Pullin, *North Atlantic Packets Departures & Arrivals 1818-1840*, 2009.
- ³ Alan W. Robertson, *Great Britain Post Roads, Post Towns and Postal Rates 1635-1839*, 1961.
- ⁴ Arnold Kludas, *Record Breakers of the North Atlantic, Blue Riband Liners 1838-1953*, 1999.
- ⁵ Apparently, the *Sirius* was in danger of running out of coal and needed to run at half speed within two days of reaching England and had to refuel at Falmouth. See Howard Robinson, *Carrying British Mails Overseas*, 1964, page 127
- ⁶ Frank Staff, *The Transatlantic Mail*, 1956, page 69 (also Laakso page 85, see note 9, who provides more detail) credits this exchange with 'jumpstarting' a regular mail steamship line between Britain and British America. 700 miles west of the Scilly islands is approximately latitude 45 longitude 25 - the location of the *London* that the *Sirius* spoke with on the same day.
- ⁷ *Morning Herald*, May 7, 1838: "The letter bag of the *Great Western* closes at Gilpin's Exchange News Room at half-past one today." The next day's issue carried a long, enthusiastic report of the sailing on May 7, when all the ferries in the city accompanied the steamer down the harbor.
- ⁸ Reported in the *New York Albion* for May 5, 1838, and recorded by Staff, page 155, *The Transatlantic Mail*. By June, the *Great Western* was charging 25 cents per letter.
- ⁹ Seija-Riitta Laakso, *Across the Oceans: Development of Overseas Business Information Transmission 1815-1875*, 2007, page 77. The April 28 handstamp led the author to assume the *Sirius* left on that day. She accurately notes that the stop at Falmouth was on May 18 and was necessary because the ship needed more coal.
- ¹⁰ Schuyler Rumsey Philatelic Auction of February 4, 2013, *The Richard F. Winter Collection of Trans-Atlantic Mails*, lot 49.
- ¹¹ According to an 1836 agreement, see Geoffrey Lewis, *The 1836 Anglo-French Postal Convention: How This Agreement Between Great Britain and France Made It Easier to Send International Mail from All Parts of the World*. Royal Philatelic Society 2014.
- ¹² The classic account of this pioneer period is Robert Greenhalgh Albion, *Square-Riggers on Schedule: The New York Sailing Packets to England, France, and the Cotton Ports*, 1938.
- ¹³ Charles Robert Vernon Gibbs, *Passenger Liners of the Western Ocean*, 1957.

Illustrated Letter Stationery of New York City

by James W. Milgram, M.D.

Stone lithography allowed the reproduction of images to cost much less than letterpress printing from engraved copper or steel plates. In addition, the increasing use of wood pulp in the production of paper and the development of steam-driven machinery brought the cost of paper down dramatically. By the late 1840s double sheets of stationery with illustrations on the first page became possible at a very low production cost.

At the same time, postal reform brought the price for mailing a letter in mid-1845 to only five or ten cents depending on mileage carried in the post. Letters were to be charged by weight rather than the number of sheets of paper. As envelopes became available in the late 1840s and early 1850s, due to other machinery that cut and folded them, there was a gradual change in the type of letters which were sent through the mails.

But letter paper continued to be double sheets until after the Civil War; and illustrated lettersheets, that could be folded as stampless covers and postmarked on the front of the sealed letter, continued to be made even after envelopes became commonplace. And illustrations could be placed on envelopes as well.

Most illustrated stationery was produced for commercial reasons, to advertise a business. But a small number of illustrated letter paper items were produced by stationers and printers for other purposes. Among the earliest type of pictorial stationery was that produced for politics - particularly popular with the Whigs who later became Republicans. Another cause promoted on stationery was abolitionism. But illustrated stationery reached a zenith with the many city views produced by different printers in various cities. Most such views only exist on stationery and were not issued as individual prints. Here I have selected New York City views to celebrate World Stamp Show in that city. Previous articles published in *The American Philatelist* showed lettersheets from other cities including Cincinnati, New Orleans, St. Louis, and Washington.¹ One can comment that the cities which produced the greatest number of views were cities with large German populations.

Almost all the early views were printed in black ink. Hand-coloring with watercolor paints could be added to create colored images. As color printing technology expanded into chromolithography, by the time of the Civil War many images on letter paper could be printed in color, sometimes several colors.

Panoramic Views

Most of the views of cities seen on lettersheets are depictions of actual scenes that one could see from a fixed location. For instance, one of the views of Chicago taken from within the city and looking east towards Lake Michigan shows the masts of ships anchored off the lakefront. But many of the views of Manhattan are imaginary aerial views such as one would see from an airplane today, so that liberties were taken with reality.

Figure 1 shows the City of New York with a letter in German dated in 1856. This is a lithograph in black with hand-coloring of pink, blue, brown, and green. The battery is positioned far to the west of its actual location. The ships in the harbor are much larger than life and consist of a mix of different sailing and steam vessels. Brooklyn is depicted with no Brooklyn Heights and there is an unnatural collection of ships around the position of the Navy Yard. There is a huge body of water above Manhattan with an imaginary island in the distance. Trinity Church is shown in magnified size as are some

other buildings. This sheet has no imprint, but a similar view dated two years later was produced by Capewell and Kimmel.



Figure 1: No imprint. “City of New York” used 1856.

The city view shown in Figure 2, titled “Birds Eye View of New York and Environs,” was printed by Kimmel and Foster in black with hand-coloring of at least four colors within a fancy frame. But this view is a much more accurate rendition of the city looking north showing the two rivers that separate Manhattan from the mainland. Vessels of all descriptions are anchored along the shorelines and fill the waters. The New Jersey shore is mostly bare land with buildings only on the Hudson River. An example of a slightly different view produced by Charles Magnus was used in 1862, folded into a stampless cover and franked with a 24 cent 1861 stamp to England. (Unless noted, other examples were enclosed in envelopes.) Magnus was a printer of German origin, who became the most important printer of views of New York over the next 30 years, chronicling most of the important landmarks in the city. He also produced the most ornate patriotic envelopes of the Civil War and is well-known for his large number of songsheet stationery images which were continuously produced during the later years of the Civil War.²

The Civil War inspired patriotic symbolism in lettersheet imagery as is shown in Figure 3. This sheet has a smaller view, “City of New York” looking from the south, but it is surrounded by a female figure (Liberty) and flags including one to her left with a palmetto tree. She holds a scroll: “Liberty Nebraska Maine Kn.” To the left is General Washington on horseback and to the right is an Indian warrior with a ship in the background. This hand-colored sheet was used for a letter on June 21, 1861, shortly after the war commenced.

One of the more charming later lettersheet views is looking at the city from New Jersey, produced in 1870 by John Weik, “Microscopic View of New York.” Printed on bright yellow paper, Figure 4 shows an imaginary view of Manhattan with many more buildings than the other views. Brooklyn and Queens are also more settled but the rest of the



Figure 2: Kimmel & Foster, copyright 1865, “Birds Eye View of New York and Environs.”



Figure 3: “City of New York” used 1861.

shore is thinly populated. The most interesting feature, at least to this writer, is the depiction of a baseball game along the New Jersey shore in the lower left corner of the sheet.

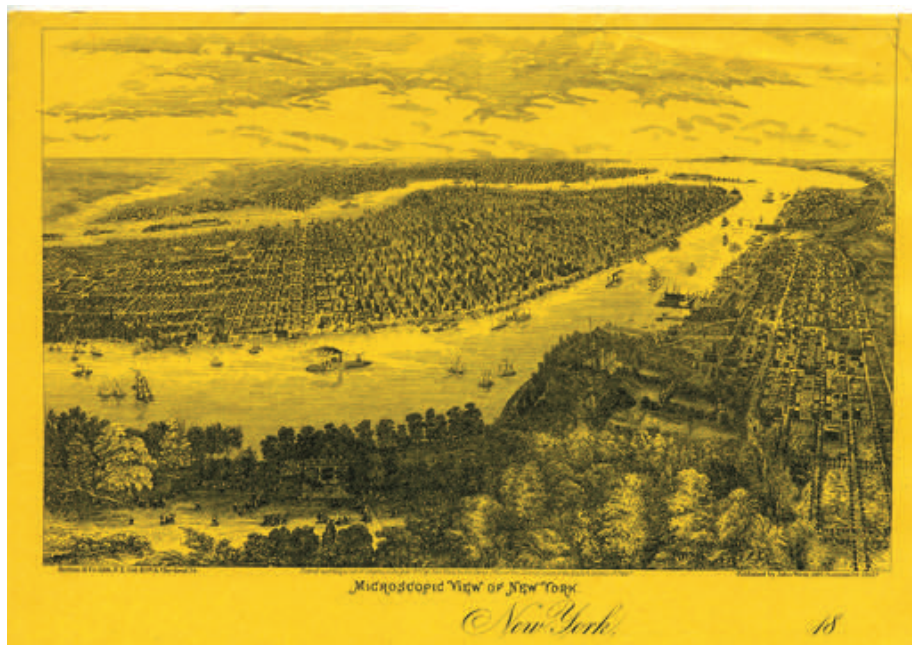


Figure 4: Herline & Co. lithograph "Microscopic View of New York" John Weik copyright 1870.

City Sights

Figure 5, "Broadway, from the Park" of 1843, is the earliest lettersheet that focused on particular structures or aspects of the city. Portraits of John Tyler and George Washington flank the city (one of two known views of President Tyler on lettersheets). The only named structure in the illustration is the Astor House, a hotel. (The letter was a proposal of marriage.)



Figure 5: J. H. Rassau lithograph "Broadway, from the Park." Sold by W. Radde. Used 1843.

Figure 6 by Charles Magnus features "Union Park" on Union Square with a large fountain dominating the image, before the famous arch was erected. Magnus also produced (from his Bowery address of 1855) a lettersheet with sixteen Central Park vignettes, and one showing the smaller park, "Bowling Green." All of these are hand-colored on a black lithograph.



Figure 6: Charles Magnue “Union Park.”

Later, in the 1880s, Magnus began to produce a different type of lettersheet with more text below the image. Before the Brooklyn Bridge was officially opened in 1883, the 1882 lettersheet depicted in Figure 7 showed a double view of the harbor below and the bridge above. This sheet also has an imprint “48 Views of New York and Environs” at the lower left.



Figure 7: Charles Magnus “New York - East River Front” used 1882.



This series was expanded because Figure 8 has an imprint “150 Views of New York and Environs.” The Statue of Liberty, whose formal name was “Goddess of Liberty,” was opened in 1886. Magnus emphasized the 11-pointed Fort Wood that was incorporated into the masonry base for the pedestal of the statue. The statue is depicted in giant size overshadowing the city view in the background - including the Brooklyn Bridge to the right. The statue occupies two pages of the four-page lettersheet, with French and German captions in the text (a version of the same illustration has captions all in German; and Magnus also published the image as a large print with different wording).

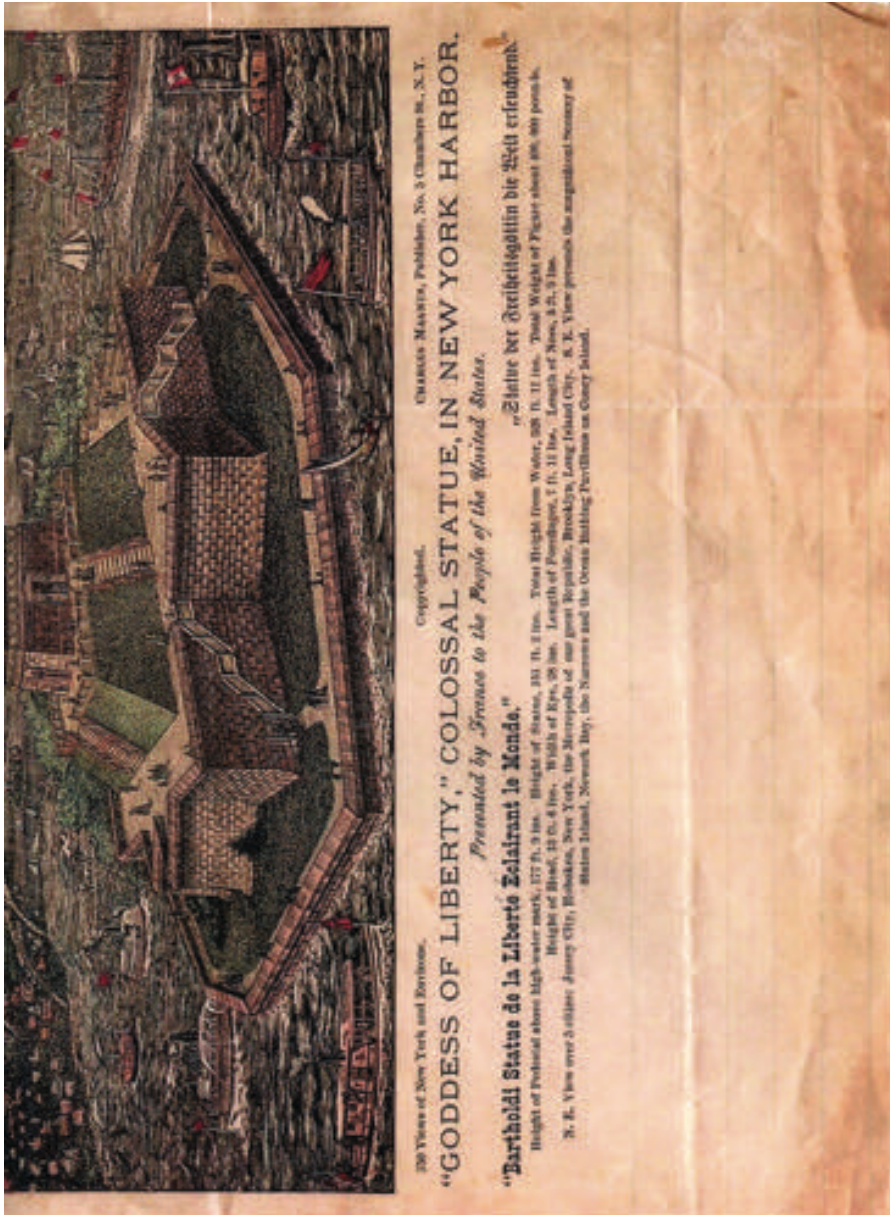


Figure 8: Charles Magnus “‘Goddess of Liberty,’ Colossal Statue, in New York Harbor” ca1886.

A number of the 1880s detailed views of the city in Magnus’s series of 150 have, to my knowledge, never been cataloged. Figure 9, “Chatham Square Elevated Railroad Crossing,” includes details of the location in the caption. In addition to the train in the foreground, there are two horse-drawn carriages on tracks at the lower left probably shown for comparison, and several other carriages of different types are in the streets. This is a very busy picture and many different hues were used in the coloring.

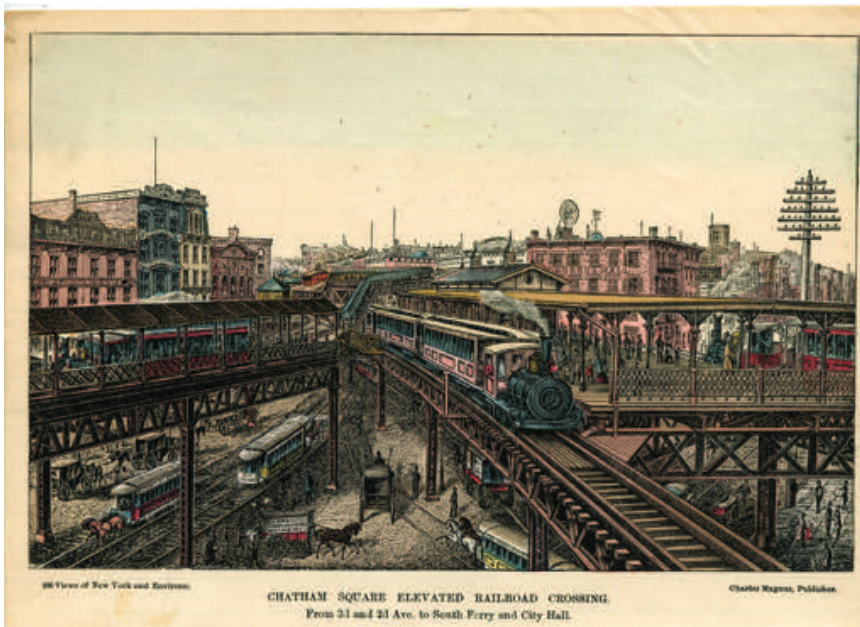


Figure 9: Charles Magnus “Chatham Square - Elevated Railroad Crossing.”

Figure 10 was produced by Magnus near the end of his career. “Broadway, Bowling Green, Battery” is printed, not by lithography but by a dot matrix screen process, in black and appears to be a photographic view of the park and surrounding buildings.



Figure 10: Charles Magnus publisher, printed by Moss Engraving Co.

Famous Buildings

Prominent buildings on lettersheets include the well-known 1845 example of the New York Post Office when it was still in the Old Dutch Church. Trinity Church appears on an 1849 example published by J. Disturnell at 102 Broadway. The Magnus view, “Brooklyn City Hall” in Figure 11 shows this magnificent structure that still stands, separated from other new buildings by streets on all sides. I admired this building twice each day while walking to the Brooklyn Friends School on Schermerhorn Street from Brooklyn Heights.

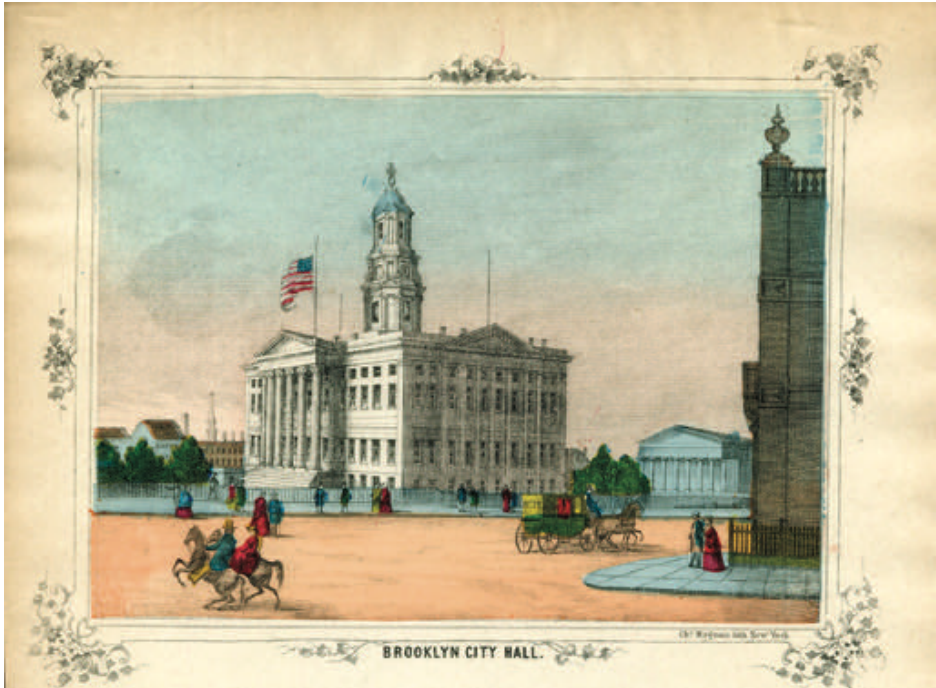


Figure 11: Charles Magnus “Brooklyn City Hall.”

The “Packer Collegiate Institute,” a school for young ladies in Brooklyn Heights (Figure 12) is still operational. When I was growing up, the next door neighbor was president of the school board.

Lettersheets for hotels, like an 1841 engraved example for Howards Hotel on Broadway, kept the illustration fairly small to allow for longer letters. Figure 13 was one of many produced for the Astor House on Broadway. This 1856 example was: “copied from Tallis’ Street Views of N.Y. for letter paper and bill heads.”

The Crystal Palace Exposition building of 1853 (inspired by the Crystal Palace designed by Sir Joseph Paxton for a London exhibition in 1851) appears on several lettersheets and envelopes. Figure 14 shows a small format lettersheet circular produced for the second year of the exhibition in 1854. The envelope was printed with a blue cameo design on the back flap: “Exhibition of the Industry of All Nations, New York.”



Commerce

Most lettersheets were produced for commercial customers; as with today's junk mail many were circulars advertising something. The 1850 lettersheet in Figure 15 is unique in my experience. The famous commercial firm of Abraham Bell & Son combined an actual check with a letter which could be sent through the mails. The recipient could just cut the check apart from the rest of the four-page lettersheet.

The fancy frame of the design in Figure 16 makes it appear to be a poster or broadside advertising men's hats. But it is a four-page lettersheet with a letter on the inside pages.

Endnotes

- ¹ James W. Milgram and Philip H. Jones, "New Orleans Illustrated Lettersheets," *American Philatelist*, 104: 424-34, 1990; Milgram & Jones with Ward Parker, "St. Louis Illustrated Lettersheets," 108:620-8, 1994; Milgram & Jones, "The Capitol on Stationery," 110:728-35, 1996; Milgram & Jones, "Cincinnati, Ohio Illustrated Lettersheets," 116: 506-514, 2002.
- ² E. Richard McKinstry, *Charles Magnus, Lithographer: Illustrating America's Past, 1850-1900*, Oak Knoll Press, New Castle, Del., 2013. Also, James W. Milgram, *Federal Civil War Postal History*, Northbrook Publishing Co., Lake Forest, IL, 2007.



Figure 12 (previous page): “Packer Collegiate Institute, Brooklyn Heights, L.I.” used 1863.

Figure 13 (above): Tallis & Co. Publishers and Engravers copyright 1856. “Park View. Broadway” used 1856, from the Astor House.

Dr. James W. Milgram, an orthopedic surgeon, is active in The Collectors Club of Chicago. He has written several books focusing on 19th century postal history. His forthcoming book, *American Illustrated Letter Stationery 1819-1899*, will be reviewed in our next issue. Dr. Milgram would like to acknowledge the help of the late Philip H. Jones, and of Reg Good.

Editors’ Note: David M. Henken in *The Postal Age: The Emergence of Modern Communications in Nineteenth-Century America* (University of Chicago Press 2008) points out that, in addition to reduction in postage as well as advances in paper, printing and envelope technology, the population dispersions at mid-nineteenth century due to, first, the Gold Rush and, then, the Civil War increased personal letter writing among family members. Illustrated lettersheets were another incentive.



Figure 14: Circular "Crystal Palace Re-Opening 1854." Carried by Boyd's City Express Post.

American Postal History in Other Journals

by Ken Grant

Many articles on U.S. postal history are published each month. In order to present a useful survey of recent publications, we adopt a rather narrow definition of postal history and present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, Ken Grant at E11960 Kessler Rd., Baraboo WI 53913.

General Topics

Air Mail

“Jersey City to Manila by China Clipper: A Colgate Cover” by John A. Trosky and Jean Walton presents a non-philatelic cover from the Colgate-Palmolive-Peet company. The authors give background on both the company and the newly inaugurated Trans-Pacific route. NJPH 44 No. 1 (February 2016).

Norman Shachat discusses a Philadelphia cacheted cover produced for National Air Mail Week in his article, “Philadelphia National Air Mail Week Cachet.” Pa. Post. Hist. 44 No. 1 (February 2015).

K. David Steidley shows what he believes is the first illustration of the 17c airmail rate that applied from December 31, 1975 until May 1, 1977 in “The 17c Domestic Airmail Rate.” The cover in question carried 47c in postage, 17c for the airmail rate and 30c for insurance. US Spec. 87 No. 1 (January 2016).

Auxiliary Markings

Scott Steward in “A Survey of Auxiliary Markings in North Carolina” shows a number of registration, special delivery, held for postage, and other markings used in the state. N.C. Post. Hist. 35 No. 2 (Spring 2016).

John M. Hotchner presents a number of auxiliary markings in “Unusual Auxiliary Markings on Outgoing International Mail.” La Posta 47 No. 1 (First Quarter 2016)

Civil War

In “Tennessee Post Offices Reopened during Federal Occupation,” Richard Graham and Jerry Palazolo focus on post offices that were reopened when Federal troops occupied Tennessee during the Civil War. The article includes a table of Tennessee occupational markings with plates illustrating those markings. Tenn. Posts 19 No. 3 (December 2015).

A Chattanooga Civil War cover addressed to Fanny D. Polk daughter of Confederate General Leonidas Polk is illustrated and discussed in “General Leonidas Polk – Daughter Addressed Envelope” by Jim Cate. Tenn. Posts 19 No. 3 (December 2015).

Tom Koch’s “The Trials and Tribulations of a Texas Confederate Postmaster and Soldier” discusses the activities of Julius Robert Voigt, postmaster of Industry, Texas and Captain in the Confederate States Army. Voigt, a German Immigrant, was captured by the U.S. Army in 1863 at Yazoo City and was interned as a prisoner of war. Tex. Post. Hist. Soc. J. 41 No. 1 (February 2016).

Jesse I. Spector and Robert L. Markovits present historical background and show illustrated

mail regarding Stephen A. Douglas in their article, "Stephen A. Douglas – The Little Giant." *La Posta* 47 No. 1 (First Quarter 2016).

"Frank Pope, CSA – From Colorado to Ole Miss to New York" by Patricia A. Kaufmann traces the life and military history of Pope and illustrates mail sent by Pope while serving in the 11th Mississippi Regiment. *La Posta* 47 No. 1 (First Quarter 2016).

Forgeries

Steven M. Roth continues to recount the activities of Henry K. Jarrett, a part-time professional philatelist, in his article, "Henry K. Jarrett: Forger of United States Postmasters' Provisionals Stamps and Covers." The article illustrates forged material confiscated at Jarrett's arrest. *Coll. Club Phil.* 95 No. 2 (March-April 2016).

Highway Post Offices

William J. Keller provides routes, schedules, cancels and covers for the Albany & Binghamton HPO in "Albany & Binghamton HPO, MPOS #122." *Trans. Post. Coll.* 67 No. 2 (January-February 2016).

Local Posts

Larry Lyons presents new information on Jabez Fearey & Co.'s Mustang Express in his article, "N.J. Local Posts: Jabez Fearey's Mustang Express, Old and New Theories." He illustrates a counterfeit cover as well as the only certified Mustang Express stamp on cover. *NJPH* 44 No. 1 (February 2016).

Post Offices

Jim Cate traces the history of Cates Cross Roads, Tennessee, located in Sevier County in his article "Cates X Roads – Sevier County, Tennessee." A descendant of the early Cates settlers in east Tennessee, author Jim Cate illustrates the article with a rare Cates X Roads manuscript cancel. *Tenn. Posts* 19 No. 3 (December 2015).

Railroad Mail

"Detroit & Toledo RPO: An Early Michigan Route." *Trans. Post. Coll.* 67 No. 3 (March-April 2016).

In "A Not-so-ordinary Special Delivery Letter," Rick Kunz presents an example of RPO mail addressed to Mrs. Norman Grey by her husband, an RPO clerk and RPO postmark collector active in the 1930s and 1940s. The 1947 letter describes a train wreck which took place outside of Salem, Oregon. *Trans. Post. Coll.* 67 No. 3 (March-April 2016).

"Postmaster's Interrupted Mail Nightmare" by Cary E. Johnson looks at two pieces of mail delayed because a non-stop train failed to catch a mail pouch. *Trans. Post. Coll.* 67 No. 2 (January-February 2016).

"A New Boston & Roxbury R.P.O. Cover" by Rick Kunz looks at a cover mailed from Boston and carried on the Boston & Roxbury R.P.O. *Trans. Post. Coll.* 67 No. 2 (January-February 2016).

Rural Free Delivery

"Rural Free Delivery: Merry Christmas from your Rural Mail Carrier" by Edward Close illustrates Christmas post cards sent by rural carries to individuals on their routes. *Trans. Post. Coll.* 67 No. 2 (January-February 2016).

"Lake Erie Steamboat Travel Letter" is the subject of Cary E. Johnson's article on the Detroit & Cleveland Navigation Co. of Detroit, Michigan. *Peninsular Phil.* 58 No. 1 (Spring 2016).

Stamps on Cover

Three of the eight known Vermont uses of the 1869 6c ultramarine issue of the National Bank Note Company are shown in “Grillin’ in Vermont (Part 7), which shows Paul Abajian’s exhibit of Vermont postal history. Vermont Phil. 61, No. 1 (February 2016).

“The Twilight of the Prexies: Certified Mail” by Stephen L. Suffet shows various uses of the Presidential series to pay the Certified mail rate. US Spec. 87 No. 1 (January 2016).

World War II

“The First U. S. Warship Sunk on 7 December 1941: New Jersey-built Battleship USS *Oklahoma* (BB37) by Captain Lawrence B. Brennan, U.S. Navy (Retired) is an extensive history of the USS *Oklahoma* including photos, covers posted aboard the ship, and survivors reports of the Pearl Harbor attack on the vessel. NJPH 44 No. 1 (February 2016).

Walter Farber continues his account of “Air Mail to and from Germany between the End of WWII and October 1948.” Coll. Club Phil. 95 No. 2 (March-April 2016).

“A World War II Cover to My Parents Found Online” by Joe Crosby presents an account of how a fellow collector helped him to acquire a cover his father had posted from APO628 in Bombay India in 1943. La Posta 47 No. 1 (First Quarter 2016).

Paul Petosky provides a history of the Pine Camp post office in “The History of the Pine Camp, New York, Post Office.” The article is illustrated with cancels, photographs of the post office and the commanding general in charge of the military camp during WWII. La Posta 47 No. 1 (First Quarter 2016).

Geographic Location

Georgia

“A Mysterious 1924 Letter from Savannah: Part 3” by Ed Jackson focuses on the contents of a letter sent by a Michigan woman on a winter vacation in Savannah as well as discusses postal history issues raised by the contents of covers. Ga. Post Roads. 24 No. 1 (Winter 2015-2016).

Iowa

Brother Leo V. Ryan discusses the history of several early Iowa post offices to help readers develop some context for the Ion post office in “Ion, Allamakee County, Iowa.” Brother Ryan also includes a table listing the postmasters of Ion as well as Tom Corwin and Bunker Hill, Ion’s previous names. Ia. Post. Hist. No. 274 (July, August, September 2015).

Maryland

The Ashton and Sandy Spring area of Montgomery County, Maryland is the subject of Wayne Anmuth’s, “The Postmarks of Sandy Spring, Maryland, and Its Adjacent Villages.” La Posta 47 No. 1 (First Quarter 2016).

Michigan

Eric A. Glohr identifies the sender and addressee of a cover mailed from Ann Arbor. He explains the markings and content in his article, “The Mundane Duties of an Early Michigan Secretary of State.” Peninsular Phil. 57 No. 4 (Winter 2016).

Cary E. Johnson presents early covers connected to Keweenaw Bay in his article “The Long Way to Keweenaw Bay.” Peninsular Phil. 57 No. 4 (Winter 2016).

Rex Bishop illustrates a piece of mail addressed to the post office in Adams, Michigan, open for only 5 months and 22 days, in his article “What’s in an Address?” Peninsular Phil. 57 No. 4 (Winter 2016).

New Jersey

Steven M. Roth discusses two newly acquired stage covers in “Stage Operations and the Mails of New Jersey: An Update.” NJPH 44 No. 1 (February 2016).

Robert C. Rose illustrates and provides a census of covers in “NJ Straight Line Handstamps: Springfield, NJ.” NJPH 44 No. 1 (February 2016).

Charles Wood illustrates a cover mailed from Pittsford, Michigan to Detroit in “Covers of Interest – Pittsford and Monroe.” He believes the registered cover had no registration number as it was carried in a U.S.P.O.D. Registered Package. *Peninsular Phil.* 58 No. 1 (Spring 2016).

Covers stolen and eventually returned to the mailstream are the subject of Steven J. Berlin’s “A Few More Michigan Mail Robberies.” *Peninsular Phil.* 58 No. 1 (Spring 2016).

North Carolina

Charles F. Hall presents a detailed account of a US Marine Corp base in “The Postal History of Camp Lejeune Marine Corps Base.” *N.C. Post. Hist.* 35 No. 1 (Winter 2016).

Richard F. Winter follows up on a article about a 19th century Greensboro school for women in “More on Edgeworth Female Seminary.” *N.C. Post. Hist.* 35 No. 1 (Winter 2016).

Tony L. Crumbley discusses an illustrated college cover from the late 1850s in “Oxford Female College, Oxford, NC.” *N.C. Post. Hist.* 35 No. 1 (Winter 2016).

Located in the western corner of North Carolina, Murphey or Murphy is the subject of Tony L. Crumbley’s article, “Murphey or Murphy: A City by Either Spelling is One and the Same.” *N.C. Post Hist* 35 No. 2 (Spring 2016).

Pennsylvania

Edward Close shows how Rural Free Delivery brought rural communities together in his article, “Rural Free Delivery and Its Impact on Rural Pennsylvania.” Close looks at two postcards delivered en route. *Trans. Post. Coll.* 67 No. 3 (March-April 2016).

Illustrated mail and markings from the Merchants’ Hotel are the subject of Gus Spector’s article, “Philadelphia Grandeur: The Merchants’ Hotel.” *Pa. Post. Hist.* 44 No. 1 (February 2015).

Philadelphia ellipse cancellers are the subject of Roger D. Curran’s “Philadelphia Cancels – New Reports.” Also illustrated are two single line oval Philadelphia cancels. *Pa. Post. Hist.* 44 No. 1 (February 2015).

Postal fraud based on providing false genealogical information by the American Historical Genealogical Society is the topic Gus Spector presents in “*Caveat Emptor*, or Certainly Not Ancestry.com.” *Pa. Post. Hist.* 44 No. 1 (February 2015).

William R. Schultz illustrates a cover with a Werley’s Corner cancel and return address in “Werley’s Corner, Lehigh County, Pennsylvania.” *Pa. Post. Hist.* 44 No. 1 (February 2015).

Tom Mazza’s “2nd Update on Pennsylvania Manuscript Markings, Part XX” presents manuscript markings from Schuylkill, Snyder, Somerset, Sullivan, and Susquehanna Counties. *Pa. Post. Hist.* 44 No. 1 (February 2015).

Tennessee

The United States’ war with Mexico is the subject of Jerry Palazolo and George Webb, Jr.’s, “Lt. William King 5th Tennessee Volunteer Infantry.” Lt. King served as a physician with the US army of occupation at Puente Nacional. One of his letters is transcribed. King died shortly after discharge in 1848 enroute to Tennessee. *Tenn. Posts* 19 No. 3 (December 2015).

Bruce Roberts shows two stampless covers which are part of the Charles Grandison Nennery family correspondence in "Postal History Treasures from the East Tennessee Historical Society." One of the covers was posted from Cave Hill, Tennessee, whose post office operated from 1831 to 1845. *Tenn. Posts* 19 No. 3 (December 2015).

Vermont

Bill Lizotte's "Postal History of Shrewsbury and North Shrewsbury" focuses on two of the four villages in the southern Green Mountains. *Vermont Phil.* 61, No. 1 (February 2016).

A postal card from the US Weather Bureau is the subject of Michael McMorrow's "United States Weather Report." *Vermont Phil.* 61, No. 1 (February 2016).

West Virginia

A cross border rate to Canada is the subject of Jesse I. Spector and Robert L. Markovits' "Priorities and the Assassination of Abraham Lincoln." The West Virginia cover is franked with a bisected 2c Black Jack as well as three 3c stamps paying the 10c per half ounce rate to Canada. *US Spec.* 87 No. 1 (January 2016).

Journal Abbreviations

Badger Post. Hist. = *Badger Postal History*, Ken Grant, E11960 Kessler Rd. Baraboo WI 53913 and William B. Robinson, 1641 Bruce Ln., Green Bay WI 54313-5503.

Collect. Club Phil = *The Collectors Club Philatelist*, Gene Fricks, 22 E. 35th St, New York NY 10016-3806

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, William Dall, Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = *Illinois Postal Historian*, Leonard Piszkiwicz, 951 Rose Court, Santa Clara CA 95051.

La Posta = *La Posta: A Journal of American Postal History*, Peter Martin, Box 6074, Fredericksburg VA 22403.

N.C. Post. Hist. = *North Carolina Postal Historian*, Tony L. Crumbley, Box 681447, Charlotte NC 28216.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, Robert G. Rose, Box 1945, Morristown NJ 07062.

Oh. Post. Hist. J. = *Ohio Postal History Journal*, Alan Borer, 568 Illinois Ct., Westerville OH 43081.

Okla. Phil. = *The Oklahoma Philatelist*, Reggie Hofmaier, 4005 Driftwood Circle, Yukon OK 73099.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Ln, Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.

Prexie Era = *The Prexie Era*, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-1302.

Tenn. Posts = *Tennessee Posts*, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.

Tex. Post. Hist. Soc. J. = *Texas Postal History Society Journal*, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.

Trans. Post. Coll. = *Transit Postmark Collector*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

US Spec. = *The United States Specialist*, Leonard Piszkiwicz, 951 Rose Court, Santa Clara CA 95051.

Vermont Phil. = *The Vermont Philatelist*, Glenn A. Estus, Box 451 Westport NY 12993-0147.

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Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

General – Paleography

“Termini postali: tradizione e metodologia, Croci e altri segni di posta,” by Clemente Fedele, sheds light on various symbols written in manuscript on mail to convey a particular meaning, or how a letter was to be transported, such as by “cavalcate” (a group of riders advancing together, signified by a double lined “X” or cross of St. Andrew), by a “staffetta” (a post rider, with stops at relay stations along the way, signified by a stirrup, or triangle), the Tasso family and the borgognona (Burgundian) cross, and lastly, a sign, indicating many stations and the theme of historical methodology. A page from an old “Lexicon/ Abbreviations/ Dictionary” (Sixteenth Century?) by Adriano Cappelli, illustrates various postal signs and abbreviations. (*Storie di Posta*, New Series, Vol. 12, November 2015. Rivista del’ Accademia Italiana di Filatelia e Storia Postale, President Franco Filanci, Viale Partigiani d’Italia, 16, 43100 Parma, (PR), Italy.)

General – Postal Stationery

“Private Issue Mourning Lettersheets and Postal Wrappers,” by Dr. John K. Courtis, reveals only fourteen mourning wrappers and lettersheets in his data base of about 4800 wrappers and lettersheets, namely, Russia (2), Italy (2), Malta (1), Netherlands (1), Spain (1), St. Pierre et Miquelon (1), France (4), Venezuela (1) and Great Britain (1), which he describes in detail, 1877-1943. (*Postal History*, No. 353, March 2015. The Journal of the Postal History Society, Secretary Steven Ellis, 22 Burton Crescent, Stoke-on-Trent, ST1 6BT, England, United Kingdom.)

Argentina

“Note su una lettera da Buenos Aires a Genova del 1873,” by Adalberto Peroni, discusses a scarce cover carried by the “Italo-Platense” steamship company, tells the story of this company and the steamer *La Pampa* which carried this letter into a Ligurian port where it was disinfected. (*Bollettino Prefilatelico e Storico Postale*, No. 183, February 2015. Organo ufficiale dell’Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

“New York, Rio and Buenos Aires Airline (NYRBA),” by Trevor Buckell, reveals the adventures of this pioneer airline, which would make a fantastic movie (if it hasn’t been made into one already). The first flight northward from Buenos Aires was some 8,000 miles and involved three crashes, an overland trip by hired car, a police chase, and all this ending at Miami airport with all the mail addressed to American destinations and beyond declared “Outlaw Mail” and confiscated by the U.S. Postal Authorities, 1930. (*Postal History*, No. 352, December 2014. See address of contact under General – Postal Stationery.)

Austria

“La posta tra Ragusa e Vienna a fine settecento, Una feluca per l’Imperatore,” by Massimiliano Pezzi, examines the postal, commercial and diplomatic connections between the Republic of Ragusa and the Austrian capital, which were implemented through the use of a “barca” or “felucca.” (The feluca was small vessel which stood very low in the water with a narrow beam because it was designed for speed. The boat had a similar bow and stern which made it possible to change course by fitting the rudder at the other end and the rowers reversing their positions. This fast sailing vessel originated in the Eastern Mediterranean, probably in the 16th century. It started out as a small merchant ship that could be adapted as a fighting unit. It could carry about 10-12 people and a small caliber gun.) Mails between Constantinople and Vienna were either carried from Ragusa across the Adriatic Sea to Barletta, on the Italian coast, and from there by the land route to Naples, Rome, Bologna and Venice to Vienna, or from Ragusa by feluca up the Adriatic Coast to Fiume, and from there to Vienna, 1787-1792. (*Storie di Posta*, New Series, Vol. 12, November 2015. See address of contact under General – Paleography.)

Belgian Congo

“WWII – Censorship within the Congo Region,” by Alan Morvay, examines mail within the region of French Cameroun, French Equatorial Africa and Belgian Congo, with a number of covers illustrated and the censor markings described and shown, 1939-1945. (*Civil Censorship Study Group Bulletin*, No. 186, April 2015. Secretary Dann Mayo, P. O. Box 6401, D’Iberville MS 39540.)

Bermuda

“Commander Eric David Bowie, RN,” by David Horry, traces the life of this dealer/forgery who was apparently in cahoots with Sir Harry Luke, a well known philatelist who lost his collection during an Italian bombing raid on Valetta, Malta in 1940. (*British Caribbean Philatelic Journal*, No. 258, January-March 2016. British Caribbean Philatelic Study Group, Secretary Mary Gleadall, 394 Kanagowia Dr., Connettee Falls, Brevard NC 28712.)

Cameroun

“WWII – Censorship within the Congo Region.” (See under Belgian Congo.)

Canada

“Unique Gananoque Handstamps,” by Bruce Graham, illustrates and describes all the known examples of Gananoque postal markings prepared independently by the postmaster, 1851-1856, and tells the story of this post office located on the north side of the St. Lawrence River. (*BNA Topics*, No. 545, Fourth Quarter 2015. Circulation Manager Ken Lemke, c/o CFS, 3455 Harvester Road, Unit 20-22, Burlington, Ontario L7N 3P2, Canada.)

“How Mail by Rail was Processed in 1853,” by Peter McCarthy, as a result of continuing research concerning the first broken circle postal markings manufactured for use in processing mails on the St. Lawrence & Atlantic Railroad, the author was able to piece together the normal sequence of events. (*BNA Topics*, No. 545, Fourth Quarter 2015. See address of contact under first entry for Canada.)

“Joseph Clearihue in Northern B.C.,” by Gray Scrimgeour, traces the life of a trader and business man operating in northern British Columbia, through his correspondence (1870’s -1880’s), which has been carefully gathered by the author. (*PHSC Journal*, No. 161, Spring 2015. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 163, Stn. C, Kitchener, ON N2G 3X9 Canada .)

“For a penny or two ... #12,” by Victor Willson, illustrates and discusses a rare registered post card addressed to Brooklyn, NY, and forwarded to College Station, Texas, in 1891, together with some information about the addressee, and the rarity of registered post cards bearing the oblong registered adhesive stamp. (*BNA Topics*, No. 545, Fourth Quarter 2015. See address of contact under first entry for Canada.)

“The Postal History of the Gladys Ridge District, Alberta,” by Dale Speirs, discusses the postal history of the small-town settlements of Aldersyde, Gladys, Dinton, Farrow, Mazeppa, Herronton, and Blackie, all located southeast of Calgary, 1890-2011. (*PHSC Journal*, No. 161, Spring 2015. See address of contact under third entry for Canada.)

“Where in the World is Athabaska?” by Clayton Rubec, traces the history and postal history of this huge area, comprising about eight percent of the total area of Canada. There were few post offices established in the district, due to the sparse population. Only five post offices are named: Fort Smith, Fort Vermillion, Lesser Slave Lake, Peace River Crossing and Spirit River. All are quite rare, 1882-1905. (*BNA Topics*, No. 545, Fourth Quarter 2015. See address of contact under first entry for Canada.)

“1908 Post Card from Victoria B.C. to India through the Trans-Pacific Steamship Route,” by Ijaz A. Quereshi, traces the route of a post card to its destination at Mount Abu, a hill resort town in the western state of Rajputana (Rajasthan). (*PHSC Journal*, No. 161, Spring 2015. See address of contact under third entry for Canada.)

“Canada – Little Known Facts of WWII, Part 2: Pan American Clipper Route Established because Churchill asked for it!” by John Burnett, describes the sequence of events which transpired after Juan Trippe, President of Pan American Airways, visited Winston Churchill in London, after receiving Britain’s prestigious award for service to the aviation industry, and how their meeting influenced the course of history, 1941. (*BNA Topics*, No. 545, Fourth Quarter 2015. See address of contact under first entry for Canada.)

“Postal Zones for Canada’s Larger Cities,” by J. (Gus) Knierim, discusses the postal zones established in Canada’s larger cities in order to facilitate mail delivery, illustrates a map showing the postal zones in metropolitan Toronto, and provides a listing of the locations of Toronto’s postal stations and the perimeter post offices around Toronto, 1960. (*PHSC Journal*, No. 161, Spring 2015. See address of contact under third entry for Canada.)

“P.O.D. Rules and Regulations,” by J. (Gus) Knierim, further transcribes portions of a 1948 publication, *General Information for Postmasters in Charge* with regard to registered mail, “Shortage of Surplus,” “Missent Registered Articles,” “Special Cases to be Reported by Telegram,” “Failure to Report,” “Failure to Dispatch,” “Damaged Registered Mail,” “Packet of Bank Bills Received in Broken Condition,” and “Improper Return by United States of Undeliverable Registered Mail.” (*PHSC Journal*, No. 161, Spring 2015. See address of contact under third entry for Canada.)

China, Shanghai Local Post

“The Only Reported Cover with a Single Large Dragon Stamp Issued by the Shanghai Local Post,” by Fortune Wang, provides the background behind the issuance of this two candareen stamp, which paid for Shanghai Local Post fee, 1865. (*The Collectors Club Philatelist*, Vol. 94, No. 3, May -June 2015. The Collectors Club, 22 East 35th Street, New York, NY 10016.)

Colombia

“First SCADTA Trial Flight,” by Manuel Arango Echeverri, recalls the early days of the establishment of this airline in Colombia to carry the mails, the problems encountered in order to prepare the German F-13 Junkers for the climatic and geographical problems Colombia offered, the lack of spare parts, the fitting of the two airplanes with floats so they could land on water, the need to improvise by fitting a Ford automobile radiator into one of the planes to take the place of the existing radiator which did not cool down very well, and finally, the thrill of the first flight from Barranquilla, and its return, 1919-1920. (*Copacarta*, Vol. 32, No. 2, December 2014. Journal of the Colombia/ Panama Study Group, Secretary Scott Schaffer, 15 Natureview Trail, Bethel, CT 06801.)

“The Beginnings of Transoceanico Airmail,” by Thomas P. Myers, reviews the history of this airmail route from July 20, 1939 through December 1941, when the French, German and Italian transatlantic routes were terminated. (*Copacarta*, Vol. 33, No. 3, March 2015. See address of contact under first entry for Colombia.)

Cuba

“The Bayamo ‘Baeza’ Datestamp,” by Josep Maria Vila Comas, studies the Bayamo ‘Baeza’ datestamp and the colors it was struck in during the period from 1844 to 1861. (*Revista de Filatelia Cubana*, No. 22, October- December 2015. International Cuban Philatelic Society, Secretary Laura Maria Herrera, P. O. Box 34434, Bethesda, MD 28027.)

Denmark

“Unique Lindbergh Cover – A Clarification,” by James Aage Valade, adds additional information and a clarification to an article published in the February 1993 issue of *The Posthorn* concerning a unique cover carried by Charles Lindbergh to Denmark in connection with his 1933 North Atlantic Survey Flight. (*The Posthorn*, No. 282, February 2015. The Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

Finland

“Finland’s Seal Stamps and Postal Receipts,” by Ed Fraser with Jukka Mäkinen, reviews the uses of a little known postal marking, negative impression handstamps that were created for use in impressing wax seals on the reverse of insured or registered mail, but were also used to indicate official receipt on post office receipts, or as an official wax seal on bundles of postal records which had been tied up with string, and put aside for storage, the wax seal being applied to the string around the bundle. (*The Posthorn*, No. 281, November 2014. See address of contact under Denmark.)

“Finland: A Case Study Identifying a Finnish Cork Cancel,” by Ed Fraser, explains the process and steps he follows while attempting to identify as to town origin, those “dumb” cork obliterations found on Finnish stamps of the 1875 through 1930 issues. (*The Posthorn*, No. 282, February 2015. See address of contact under Denmark.)

France

“Mont Cenis Railway,” by Steve Ellis, tells the story behind the construction of this Fell Railway line over the mountains between France and Italy, carrying mail, passengers and freight. It was called a “Fell Railway” because it incorporated a principle developed by John Barraclough Fell, in which a central rail was gripped by additional driving wheels on the locomotive which grasped the rail and prevented it from sliding back when ascending steep gradients. The Mont Cenis railway was opened for traffic on 15 June 1868 and continued to operate until 15 October 1871, about three years

and four months, and connected the Paris – Lyon – Mediterranean railway with the Mont Cenis railway, which in turn connected with the old Victor Emmanuelle Railway between Susa, Torino and points south to Brindisi. (*Postal History*, No. 352, December 2014. See address of contact under General – Postal Stationery.)

“Le relazioni postali tra Italia e Francia, June 1940-September 1943, Prima parte,” by Luigi Sirotti, provides maps of the area in France occupied by Italian forces, describes the relationship between Italy and France after June 10, 1940, lists the towns in the occupied zone and indicates which Italian units and their military post offices were located where. (*Posta Militare e Storia Postale*, No. 133, January 2015. Rivista dell’Associazione Italiana Collezionisti Posta Militare, President Piero Macrelli, CP 180, 47900 Rimini, Italy.)

“Censorship of Mails between Italy and France, 1941-1945,” by David Trapnell, provides an original study of censorship locations established for the examination of French and Italian mails exchanged during the occupation of France, based upon data analyzed from 87 covers from Italy to France, and 44 from France to Italy. The author found that mail was generally censored at locations not far away from where it was originally mailed, thus saving time and transport expense, unlike the German system which established one censorship station for all mails to or from a particular country, regardless of the need to transport the mails to that location, whether near or far, for censorship purposes. For example, mail originating at Nice, France, addressed to Milano, Italy, had to be sent to Paris, and from there to Munich for censorship, and then on to Milano. From Nice to Milano is about 350 km., but to Paris and then to Milano was some 2000km. The expense of transporting the mails through France before censorship must have been very high, not to mention the fact that it took up valuable space aboard trains, which could have profitably utilized for the carriage of men and military supplies. As the war progressed, the Allies bombed and destroyed trains, tracks and bridges, making the space aboard the remaining trains even more valuable. (*Fil-Italia*, No. 163, Winter 2015. The Journal of the Italy & Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, 8 Manor Road, Teddington, Middx. TW11 8BG, England, United Kingdom.)

French Equatorial Africa

“WWII – Censorship within the Congo Region.” (See under Belgian Congo.)

Gambia

“The Last North Bound Service of the DLH South America – Germany Service, August 1939,” by Barbara Priddy, discusses two covers addressed to Britain, one from Chile carried by Deutsche Lufthansa to Bathurst, and the other originating from Gambia, both of which were diverted from their established routes because the British suspended air service. The covers were sent on to Dakar, Senegal, to take advantage of French air service to Casablanca and on to France. Routes and rates are indicated. (*Cameo*, No. 97, January 2016. The Journal of the West Africa Study Circle, Secretary Philip Quirk, 157 Balden Road, Harborne, Birmingham B32 2FL, UK.)

Germany

“Halbmondlager – The World War One German Jihad Camp,” by Robert Gray, discusses several camps established by Germany to house captured Moslem soldiers from the Middle East, with the intent to train and propagandize them to fight for the Central Powers, and discusses the only two covers known addressed to one of the camps.

(*The Collectors Club Philatelist*, Vol. 94, No. 1, January-February 2015. See address of contact under China, Shanghai Local Post.)

- “A ‘Destroyed Stolen Cover’ Recovered! Some Additional Notes on the Consequences. German Censor Returned Mail,” by Ed Fraser, discusses a 1942 cover, addressed to P.O.B. 506, Lisbon, which was included in a bunch of registered mail reported stolen by an overseas postal employee, which was said to have been destroyed but which turned out not to have been destroyed but sold to a stamp dealer, who sold it to another dealer who sent it to the author. The important aspect of this cover is that it contained a rare printed notice from the German censorship bureau to the recipient, stating that any correspondence to enemy countries is a punishable offence. (*The Posthorn*, No. 282, February 2015. See address of contact under Denmark.)

Great Britain

- “Boston and Bickerdike Machines, Liverpool 1899 to 1905,” by Pat Campbell, illustrates and discusses the various types of Bickerdike machine strikes which were applied in Liverpool. (*Postal History*, No. 353, March 2015. See address of contact under General – Postal Stationery.)
- “Via Route Directions Specified on GB Post Office Wrappers,” by Dr. John K. Courtis, studies manuscript and printed directional markings indicating routes to be followed when forwarding printed mail wrappers. The author seeks to unravel the routes that would be followed to the specified destination city and country. The data is based upon 25 countries given as destinations which he has grouped by continent/region, for which he has prepared a detailed table, 1870-1914. (*The Collectors Club Philatelist*, Vol. 94, No. 2, March-April 2015. See address of contact under China, Shanghai Local Post.)
- “WWI – Hand-Stamped Marking on WWI POW/ Internee Mail,” by Graham Mark & Cliff Gregory, attempts to sort through the meaning of certain handstamped markings generally found at lower left corner of the cover, why they were applied and what is their meaning? A table of covers known to bear these markings is appended, together with illustrations of some covers, 1915. (Civil Censorship Study Group Bulletin, No. 185, January 2015. See address of contact under Belgian Congo.)
- “British Censorship Operations Overseas during WWI – Egypt,” by Graham Mark, provides a table of eleven censored covers originating from places other than Great Britain, which had transited Egypt, together with their particulars including censor numbers, 1914-1919. (*Postal History*, No. 353, March 2015. See address of contact under General – Postal Stationery.)

Grenada

- “Post Marks of the British West Indies: Grenada K G V I, 1937-1955,” by David Horry, takes the reader on a historical journey through the various post offices of Grenada, illustrating many of the single circle and double circle datestamps in use during this modern period. (*British Caribbean Philatelic Journal*, No. 258, January-March 2016. See address of contact under Bermuda.)

India

- “The Coronation Durbar of 1911,” by John Scott, relates the story of the 1911 Durbar (Coronation Court), where King George V of Great Britain was crowned Emperor of India, and describes the size of the Camp, an area of some 80 square miles, with over 25,000 British and Indian soldiers participating as well as an accumulation of

post cards, all addressed to the same family and bearing the special commemorative date stamp of the Durbar post office. (*Postal History*, No. 353, March 2015. See address of contact under General – Postal Stationery.)

Iraq

“The Postage Tax Stamps of Iraq for Palestine Relief, 1948-49,” by Bernd-Dieter Buscke, while concentrating on the overprinted postage stamps, does contain postal history describing and illustrating these stamps and their usage. (*The Levant*, Vol. 8, No. 1, January 2015. Journal of the Ottoman & Near East Philatelic Society, Secretary Rolfe Smith, 705 SE Sandia Drive, Port St. Lucie, FL 34983.)

Italian Socialist Republic

“La posta da campo a tre cifre nella Repubblica Sociale Italiana, 1943-1945,” by Sergio Colombini, explains the history of the military units of the Socialist Republic, the establishment of field post office (posta da campo – or camp post office) numbers with three digits beginning with No. 707, and identifies the locations of some of these offices. (*Posta Militare e Storia Postale*, No. 133, January 2015. See address of contact under second entry for France.)

Italy

“Notizie da bellunese, Una lettera inedita da Cadore del 16 agosto 1866,” by Marco De Biasi, transcribes a letter sent to a well known patriot in Treviso during the period of the Third War for Independence, and endeavors to identify both the author and the recipient, as neither are named specifically, except for “fond-names,” as one close friend would address another. The author describes his research as he narrows down the search, and eventually does identify both individuals. (*Bollettino Prefilatelico e Storico Postale*, No. 182, November 2014. See address of contact under first entry for Argentina.)

“Mont Cenis Railway.” (See under France.)

“Prima Guerra Mondiale, L'Italia e la posta tedesca durante la neutralità (12 agosto 1914 - 23 maggio 1915),” by Paolo Zavattoni, examines direct and in transit communications in general between Italy, Germany and the German Empire during this period before Italy had entered the war on the Allied side, the Italian role in postally linking the German and the Ottoman Empires, together with a map of the Orient Express Railway, 1883-1914. (*Posta Militare e Storia Postale*, No. 133, January 2015. See address of contact under second entry for France.)

“The Postal Strike of 1920 and the Service Set Up by the Milan Chamber of Commerce,” by Valter Astolfi, tells the story behind the establishment of a private post operated by the Milan Chamber of Commerce to facilitate the distribution and conveyance of mail matter during the postal strike, which lasted from about the middle of January to 27 May 1920. The Chamber of Commerce had special “letter seal stamps” printed, overprinted in three denominations: a 20 cent., 35 cent., and 50 cent., to be used to frank letters. (*Fil-Italia*, No. 164, Spring 2015. See address of contact under third entry for France.)

“Betasom – The Italian Submarine Base at Bordeaux,” by Nick Colley and Colin Tabeart, provides a table of Italian submarines based at Bordeaux, including the name of the boat, date of arrival, details of activity including kills, and the fate of the vessel, 1940-1943. (*Fil-Italia*, No. 164, Spring 2015. See address of contact under third entry for France.)

“Correspondence of Italian Prisoners of War in Ethiopia during WWII”, by Luciano Maria and Maria Marchetti, reviews the methods and opportunities that POW's had to communicate with their families back in Italy, the forms that were used, the Red

Cross and Vatican facilities, censorship, the Ethiopian civil posts and the "White Ships" sent to repatriate Italian citizens. (*Fil-Italia*, No. 163, Winter 2015. See address of contact under third entry for France.)

"Censorship of Mails between Italy and France, 1941-1945." (See under France.)

"Le relazioni postali tra Italia e Francia, June 1940-September 1943, Prima parte." (See under France.)

"Lieutenant Catello Villa, An Italian POW," by Larry Nelson, through the use of supporting documentation and letters, follows the history of this Lieutenant in the Italian army captured, during or after February 1941, in North Africa and transported to an internment camp in Australia, where he spent the rest of the war. (*Military Postal History Society Bulletin*, Vol. 53, No. 4, Fall 2014. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

"Yugoslavian Occupation of Fiume - April/ May 1945," by Carlo Cervini, provides the background behind the overprints applied to stamps of the Italian Socialist Republic, and details the history of the area after World War II, including its postal history. (*Fil-Italia*, No. 163, Winter 2015. See address of contact under third entry for France.)

"Lualdi's Arctic Raid Stamped in History," by Alfredo Bessone, relates the background and history behind the 1957-1958 Arctic flight of Maner Lualdi to commemorate the 25th Anniversary of Roald Admunsen, who perished together with 56 other brave men while trying to rescue Nobile's Italia airship, which had crashed during its flight to the North Pole. (*Fil-Italia*, No. 164, Spring 2015. See address of contact under third entry for France.)

"Servizi postali poco note: Le agenzie temporanee, La Posta in Vacanza," by Luigi Ruggero Cataldi, examines the special postmarks generated for limited use at vacation spots, which can be identified by their text, 1958-1996. (*Storie di Posta*, New Series Vol. 12, November 2015. See address of contact under General – Paleography.)

Italy, Offices Abroad, Albania

"Janina, un ufficio postale italiano in mezzo ai monti dell'Epiro tra l'Albania e la Grecia," by Valter Astolfi, provides background and history of this office established officially on 16 August 1902. The narration continues through October 1911, when the office was closed during the Italo-Turkish War, only to reopen in December 1912, but was finally closed in November 1914, a victim of the Great War. An Italian military post office was opened in 1917, which also handled civilian mail. Mention is also made of the private handstamp, "Santi Quarenta" (40 Saints), and the scarce Parga agency datestamp. (*Posta Militare e Storia Postale*, No. 133, January 2015. See address of contact under second entry for France.)

Italy, Offices Abroad, Turkish Empire

"I bolli e le etichette di censura della Posta Militare n. 15 di Costantinopoli," by Mario Chesne Dauphiné, illustrates several short-lived, rare handstamp censor markings, and a paper tape label, applied to correspondence originating from field post office no. 15, then located in Mumhané Sokak, in the port of Galata, 1919. (*Bollettino Prefilatelico e Storico Postale*, No. 182, November 2014. See address of contact under first entry for Argentina.)

Japan

"Japanese New Years Day Cancellations," by Bill Cowling, illustrates four types of New Years Day large dated handstamps, some of which are scenic commemorative

handstamps, prepared for utilization on New Years Day mail, 1894-1970. (*Calgary Philatelist*, No. 139, February 2016. Calgary Philatelic Society, P.O. Box 1478, Calgary, Alberta T2P 2L6, Canada.)

“Nan’yō Large Commemorative Datestamps,” by Ron Casey, records all the known large commemorative datestamps for “Nan’yō”, or the area known as “South Sea Islands” which were German island possessions (the Mariana, Caroline and Marshall Islands) occupied by the Japanese Navy during the Great War, in 1914. Many large commemorative datestamps are illustrated, or are referenced to where an illustration can be found in other sources. (*Japanese Philately*, No. 410, April 2015. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

“First Aircraft Used When Japan’s Airmail Service Commenced,” by Niall Thomson, determines through research that the “Sarumuson 2A2” model aircraft described in early literature, was actually a prototype 2-A2 Salmson biplane that was test flown in April 1917. It was of French manufacture, and had a maximum airspeed of 188 km/hr at sea level, and 150 km/hr at its 6,250 meter ceiling, 1929. (*Japanese Philately*, No. 408, December 2014. See address of contact under second entry for Japan.)

“The Handstamp ‘Air Mail/ (Inland and Foreign)’,” by Alan Cowie and Ron Casey, explores the history and background concerning this handstamp, infrequently applied, and finds that this marking was probably applied by a Japanese stamp dealer to indicate all postage was paid, 1929. (*Japanese Philately*, No. 402, December 2013. See address of contact under second entry for Japan.)

“Air Mail Inland (and Foreign) Postal Marking: Handstamps or Handwritten,” by Florian Eichhorn, enlarges upon an earlier article concerning the handstamp “Airmail (Inland and Foreign),” quotes the 1929 Regulations regarding Foreign Airmail, and shows the span of time over which several of these instructional markings were utilized, 1929-1939. (*Japanese Philately*, No. 409, February 2015. See address of contact under second entry for Japan.)

“Karl Lewis Covers, Part 3, Japanese Occupation Origins, Addendum,” by Todd Lewis, adds several newly discovered locations on Taiwan/Formosa to his scenic cancellation datestamp database, 1932. (*Japanese Philately*, No. 408, December 2014. See address of contact under second entry for Japan.)

“Varieties of the Taihoku Scenic Datestamp,” by Danny Meng, reports on a newly discovered variety of a scenic datestamp introduced into Taiwan in 1932. (*Japanese Philately*, No. 408, December 2014. See address of contact under second entry for Japan.)

“Initiation of Censorship Measures in Japan, 1941,” by Florian Eichhorn, discusses a cover mailed in October 1941 to New Zealand, which was apparently re-sealed by an ‘Officially Sealed’ sticker, and appears to be the first example of censorship recorded. (*Japanese Philately*, No. 409, February 2015. See address of contact under second entry for Japan.)

Lombardy-Venetia

“É tempo di fare un po’ di chiarezza, Il servizio diligenze,” by Francesco Luraschi and Clemente Fedele, traces the beginnings of mail transportation by way of diligences (stage coaches) from the English coaches of 1784, and the large carriages (carrozzone) which traveled between Mantova and Vienna beginning in 1775, to the comprehensive Lombardy-Venetia Postal Law of 1838, which heralded the birth of diligence service, with a discussion of the post riders, drawings and designs for carriages to carry

packages, traveling by diligence, competition between travel by diligence and by train, conductors, sending parcels and valuable objects and money, costs and tariffs for using the service, and ending with a discussion of seals and revenue stamps. The article ends with a discussion of 18 laws and documents pertaining to the service by diligence. (*Storie di Posta*, New Series Vol. 12, November 2015. See address of contact under General – Paleography.)

“Indagine sulla posta in arrivo a meta’ ottocento, Il diritto di recapito,” by Lorenzo Carra, discusses the establishment and history of a charge for forwarding mail and takes the reader through the 1831, 1839, 1851 and 1857 Regulations outlining the charges and their purpose, and provides examples of situations where the charge was levied. (*Storie di Posta*, New Series, Vol. 12, November 2015. See address of contact under General – Paleography.)

“Quando una lettera, anche se in contrabbando postale, é testimone della storia,” by Carlo Ciullo, transcribes a November, 1848, unpaid letter from a wife to her husband, who is gone off fighting the war. It describes the destitute condition of their family, not having enough food to eat and reduced to eating chestnuts found in the forest, or “minestra” (a weak vegetable soup with greens), or “polenta” (ground corn meal cooked in salted water). (*Bollettino Prefilatelico e Storico Postale*, No. 183, February 2015. See address of contact under first entry for Argentina.)

Modena

“Instradamenti particolarmente complicati e contestati nel Ducato estense,” by Giuseppe Buffagni, provides a map showing post roads of the area in question and discusses a 13 April 1848 letter from the Finance Delegation of Modena concerning the “posta cavalli” (horse, or mounted posts), and the separation of bundles of mail destined for Reggio, Modena, and other destinations. (*Bollettino Prefilatelico e Storico Postale*, No. 182, November 2014. See address of contact under first entry for Argentina.)

“Della necessità nel Ducato di Modena di introdurre l’uso del timbro a 6 sbarre,” by Giuseppe Buffagni, reviews the official correspondence revealing why the postal administration decided to prepare mute, barred obliterations for application upon the newly introduced postage stamps (to prevent the stamps from being re-used). However, the four-parallel-lined obliterations originally envisioned were somehow never manufactured, but six-parallel-lined obliterations were manufactured and sent out to the 26 post offices in the duchy, 1852. (*Bollettino Prefilatelico e Storico Postale*, No. 182, November 2014. See address of contact under first entry for Argentina.)

Netherlands

“19th Century New Year’s Postal Card,” by Hans Kremer, relates the story of the birth of the New Year’s greeting postal card, and illustrates some interesting designs, when the postage rate on visitors calling cards was raised in 1871. (*Netherlands Philately*, Vol. 39, No. 3, March 2015. Magazine of the American Society for Netherlands Philately, Secretary Ben Jansen, 1308 Pin Oak Drive, Dickinson TX 77539-3400.)

“Het Dokkumer Lokaaltje”, (Not Leeuwarden-Dokkum, but Veenwouden-Dokkum),” by Hans Kremer, provides the story behind a popular Dutch song of the 1950s, and researches the postal history behind this tram/ railway it describes, and illustrates the postmarks used aboard it, 1901-1947. (*Netherlands Philately*, Vol. 39, No. 1, November 2014. See address of contact under first entry for Netherlands.)

“Dutch Charity in Maastricht during WWI,” by Hans Kremer, brings to our attention the

story of assistance to refugees and others who crossed the border into Holland, after the German invasion of Belgium, in August 1914. (*Netherlands Philately*, Vol. 39, No. 2, January 2015. See address of contact under first entry for Netherlands.)

“The Advertising Cancels of the Lisse National Flower Exhibition, ‘Keukenhof’,” by Franklin Ennik, illustrates and describes the special commemorative handstamps issued to honor the flower exhibition each year on the grounds of Castle Keukenhof, 1926-1961. (*Netherlands Philately*, Vol. 39, No. 2, January 2015. See address of contact under first entry for Netherlands.)

“The Mystery of a Letter Found in the Street in 1938,” by Hans Kremer, works out the story behind a letter apparently found in the street in The Hague. The story reminds me of a social experimental program seen on television some years ago, to determine what reaction people would have if they found a letter in the street. Would they put it in a letterbox?... Would they bring it to the post office?... Would they check to see if there was money inside?... If so, would they keep the money? (*Netherlands Philately*, Vol. 39, No. 2, January 2015. See address of contact under first entry for Netherlands.)

Netherlands Indies

“Name Changes during the Japanese Occupation of the Dutch East Indies,” by J.R. van Nieuwkerk, illustrates name changes that took place during the Japanese occupation, when the old Dutch names in the cancellation date stamps were replaced with local Indonesian names, such as Emmahaven to Telokbanjoer, or Fort de Kock to Boekittinggi, or Batavia to Djakartakota, 1942-1945. (*Japanese Philately*, No. 409, February 2015. See address of contact under second entry for Japan.)

“From Arnhemia to Pantjoerbatoe and Back and Forth,” by J.R. van Nieuwkerk, tells the story of the change of this town name during the Japanese occupation, and beyond, through the illustration of postal datestamps. (*Japanese Philately*, No. 408, December 2014. See address of contact under second entry for Japan.)

New Brunswick

“Unrecorded Pence and Cents Covers of the ‘Miss Smith’ Correspondence,” by Spencer G. Sealy, follows up on an earlier article concerning the “Miss Smith” correspondence, adding eight “pence” covers and two “cents” covers to the author’s census, 1856-1862. (*PHSC Journal*, No. 161, Spring 2015. See address of contact under third entry for Canada.)

Panama

“Panama’s 1920 Rubber Cancellation Handstamps for Post and Telegraph Offices ABNCo Order F6141,” by David Zemer, illustrates documentation accompanying an order to the American Bank Note Company to prepare handstamp cancellation devices for the Post and Telegraph departments. The documents name each of the post and telegraph offices the handstamps were to be prepared for, illustrate an insurance policy prepared to cover the shipment to Panama, and an invoice in the amount of \$663.00, 1919-1920. (*Copacarta*, Vol. 32, No. 2, December 2014. See address of contact under first entry for Colombia.)

Portuguese India

“Italians and Germans Interned in Portuguese India”, by Giorgio Migliavacca, tells the tale of German (101) and Italian (43) crew members from three German and one Italian vessels, who were interned in Goa during 1940-1945, and the difficulties they had in sending and receiving mail - which was stringently censored by British authorities, the sinking of their vessels when the British tried to capture them, and subsequent

internment of the crews on land. This story, with some fictitious embellishments, was published as a book by James Leasor and subsequently made into a movie, *The Sea Wolves*, starring Gregory Peck, Roger Moore and David Niven. (*Fil-Italia*, No. 164, Spring 2015. See address of contact under third entry for France.)

Roman States

“Pontifical Corner: Local Letters to Rome,” by Rev. Edward J. Mullowney, illustrates two covers, originating within Rome, and both addressed to individuals living in Rome, which bear two cent stamps, the special local rate apparently only in force for one month (August 1869?), before reverting back to the five cent rate for local mail. (*Vatican Notes*, No. 363, First Quarter 2015. Journal of the Vatican Philatelic Society, Secretary Joseph Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

Russia

“The Field Post of the Akhal-Teke Expeditions,” by Howard L. Weinert, discusses the two military campaigns in the Caucasus to consolidate Russia’s position on the Caspian Sea and illustrates two stampless covers, one of which bears the only known example of the field post office datestamp at Chikishilyar, 1879-1881. (*Rossica*, No. 164, Spring 2015. The Journal of the Rossica Society of Russian Philately, Secretary Dr. Alexander Kolchinsky, 1506 Country Lake Drive, Champaign, IL 61821-6428.)

“From Libava to Tsushima: Postal History of the Russian Squadron’s Historic Voyage, 1904-1905,” by Vladimir Berdichevsky, takes us along on the epic journey of the Russian Baltic Fleet on an unprecedented 18,000 mile voyage from Libava (now Liepaja, Latvia), which was divided into two groups, one of which were vessels traveling by way of the Mediterranean Sea and the Suez Canal, and the other group traveling around Africa and the Cape of Good Hope, to rendezvous in the bay of Nossi-Be, off the northwest tip of Madagascar. From there, the united fleet headed to Vietnam and the fatal conflict in the Straits of Tsushima, where the Japanese fleet annihilated the Russian fleet. (*Rossica*, No. 164, Spring 2015. See address of contact under first entry for Russia.)

“The Postal History of Sakhalin Island,” by Howard L. Weinert, summarizes the background and postal history of this island, north of Japan, which was claimed and occupied by Russia in 1853, but Japanese troops attacked and occupied southern Sakhalin Island in 1905. The author goes on to discuss post office developments, postal transport, convict mail and postmarks used at the various Russian agencies, and illustrates about eleven covers from his collection. (*Rossica*, No. 164, Spring 2015. See address of contact under first entry for Russia.)

“Postal Usage of the Second RSFSR Famine Relief Issue,” by A. Epstein, explores usages of the overprinted 35 and 70 kopek “Chainbreaker” charity stamps, and divides the usages into three periods. The first period is characterized by the use of these stamps at face value, up to May 6, 1922. The second period was during currency revaluation, May 6, 1922- October 1, 1922, and the third period was anything after October 1, 1922. Many interesting covers and postal rates are illustrated. (*Rossica*, No. 164, Spring 2015. See address of contact under first entry for Russia.)

“Postal Situation in Crimea,” by Genady Berman and Dmitriy Chizhnikov, describe the political background and postal events of the Russian takeover of the Crimean peninsula, and divides the postal situation into four main periods. The first is from March 21 through March 31, 1914, when all Ukrainian post offices were nationalized

and two separate Russian post office enterprises were formed; the second is April 1 through April 30, 2014, when all Ukrainian postage stamps were withdrawn from sale, but were still valid for postage until October 10, 2014; the third is May 1 through September 30, 2014, when Russian internal and international rates were introduced within Crimea as well as a special rate for mail within the Crimean peninsula; and the last is October 1 through December 31, 2014 when all mail was to bear Russian stamps. (*Rossica*, No. 164, Spring 2015. See address of contact under first entry for Russia.)

San Marino

“Le primi cartoline postali della Repubblica di San Marino,” by Bruno Crevato-Selvaggi, publishes the correspondence between the Government of San Marino and the Italian Government security printing works in Torino with regard to the printing of the first postcards of the Republic, 1881-1882. (*Archivio per la Storia Postale*, No. 34, January-December 2013. Rivista dell’Istituto di Studi Storici Postali, Palazzo Datini, via Ser Lapo Mazzei 37, 59100 Prato, Italy.)

Spain

“Between Wars – An Introduction to Censorship During the Spanish Civil War – Part 2: 1936-1937,” by Mark Dutton, discusses censorship at Nationalist Headquarters, and also airmail routes for Nationalist mail, the Germans and, Italians in Spain, the War in the North, and the attack upon Andalucia. Many censor handstamps are illustrated which were used in San Sebastian and Malaga. (*Civil Censorship Study Group Bulletin*, No. 185, January 2015. See address of contact under Belgian Congo.)

“Stars and Strife – Censored Movie Related Mail from Spain during the Spanish Civil War,” by Thomas Richards and Regis Hoffman, illustrates covers with corner cards of major film studios, used from Spain, during 1936-1939. (*Military Postal History Society Bulletin*, Vol. 54, No. 1, Winter 2015. See address of contact under ninth entry for Italy.)

Syria

“Turkish Censor Marks Used in Syria in WWI,” by John Garton, describes and illustrates the various censor markings used in Syrian towns including Beirut, Merkab, Tripoli, Baalbek, Baabda, Saida, Acre, Nablus, Nazareth, Haifa, Safed, Beni Saab, Jerusalem, Jaffa and Gaza, 1914-1918. (*OPAL*, No. 231, March 2016. Oriental Philatelic Association of London, Secretary, Philip Longbottom, 5 Ringway Close, Tytherington, Macclesfield, Cheshire SK10 2SU, United Kingdom.)

Turkey

“Postage Due ‘T’ Overprints,” by Kemal Giray, identifies and associates the different types of these postage due overprint handstamps to various towns within the Empire, including Beyrouth, Istanbul, Galata, Fatih, Mahmoud Pasha, Taxim, and Pera, 1890-1924. (*OPAL*, No. 231, March 2016. See address of contact under Syria.)

“Turkish Censor Marks Used in Syria in WWI.” (See under Syria.)

Two Sicilies, Naples

“La corrispondenza diplomatica tra Napoli e Ragusa nei primi anni della Dominazione Borbonica (1735-1740),” by Massiliano Pezzi, deals with the postal organization between Naples and Ragusa in the early years of the reign of Carlo di Borbone, against the backdrop of the Bourbon conquest of Southern Italy and of the Austrian-Russian-Ottoman war. The Neapolitan postal service seems more effective than that of the city-state (Ragusa, now Dubrovnik, located on the Dalmatian coast) which used the Mediterranean consular closed network to send/ receive information necessary for

its survival. (*Archivio per la Storia Postale*, No. 34, January-December 2013. See address of contact under San Marino.)

“Il servizio postale del *Real Ferdinando* tra Napoli e la Sicilia dal 1824 al 1837,” by Vincenzo Fardella de Quernfort, relates the history of the first steam powered vessel placed in service between Naples and Marseille in 1818, as well as later steamers baptized with the same name after previous vessels named *Real Ferdinando* were demolished. (*Bollettino Prefilatelico e Storico Postale*, No. 183, February 2015. See address of contact under first entry for Argentina.)

Vatican City

“Vatican WWII External Mail: 1944-1945,” by Antonio Rabasca, reviews the postal rates applied to outgoing mail during the war years, using some examples of postal cards and letters to illustrate some of the confusion and uncertainty which took place. (*Vatican Notes*, No. 363, First Quarter 2015. See address of contact under Roman States.)

“The 1949 Roman Basilicas Issues,” by James C. Hamilton, examines this commemorative series and provides a table of postal rates which indicate the particular rate each denomination of the series represents. Each stamp in this thirteen stamp series was issued to fulfill an individual service. Many covers are illustrated showing various stamps meeting the required postal rates. (*Vatican Notes*, No. 363, First Quarter 2015. See address of contact under Roman States.)

Venetian Republic

“Serenissima Repubblica di Venezia: Percorsi, tassazioni e tariffe postali da e per l'estero, La Posta di Milano,” by Giorgio Burzatta, transcribes a long document of March 29, 1582, consisting of nine paragraphs concerning an ordinary mail carried by the Venetian couriers transiting the territory of Milano, another dated July 10, 1620 discussing the six Venetian couriers traveling via Padova-Venezia-Bergamo, and via Mantova-Cremona, and a third long document of 1772 regarding the couriers of Lione (Lyon) and Milano, and two shorter documents prepared in 1735, one concerning the Venetian couriers for Milano, and the other regarding the ordinary from Mantova and Venezia. (*Bollettino Prefilatelico e Storico Postale*, No. 183, February 2015. See address of contact under first entry for Argentina.)

COVER ILLUSTRATION: two mural details at the Rincon Annex Post Office located near the Embarcadero at 101 Spear Street, San Francisco, California – the decoration of which was considered the last great WPA project. Painted with casein tempura on white gesso over plaster walls by Anton Refregier from 1940 to 1948, the mural series consisted of 27 panels covering 400 square feet of wall space, and depicted various events from California's past. Here, in postage stamp “frames” are the icons of 1930s transportation: the steamship, streamlined locomotive, Clipper Ship aircraft. (The Jon B. Lovelace Collection of California Photographs in Carol M. Highsmith's America Project, Library of Congress, Prints and Photographs Division)

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Advertising Letters in a Small Town

by Bob Bramwell

The first Constitutional postal law provided that when mail was not claimed the local postmaster was to advertise the existence of the unclaimed letter in the newspaper nearest his location.¹ Figure 1 shows such a letter, mailed from Detroit, Michigan, with the 10¢ rate of 1845 for more than 300 miles paid to Perry, New York, in Wyoming County. The contents were removed in the past so the year that goes with July 23 cannot be determined beyond the range 1845 to 1850.

Figure 1: Post-1845 letter from Detroit directed to Perry, N.Y. When this paid letter was not claimed it was advertised in accordance with the Act of March 3 1845 and marked Advertised and 2 (for the cost to advertise) above the red 10 rate mark. The advertisement was successful.



When not claimed by Miss Chloë Belden or Paul Belden from the nearby town of Castile,² the Perry postmaster caused the letter to be advertised and marked as such (*Advertised*) as required under 1845 postal law³ and the statutory 2¢ fee duly noted. Notice that the postmaster added the sum of paid postage plus to-be-paid fee and wrote **12** on the cover. Given its possible early date, here we have a nice postal artifact. But how can we be sure it's the real thing?

For that we need to find the newspaper the advertisement was published in. We learn from Andrew W. Young's thorough account, *History of the Town of Warsaw, New York, from its first settlement to the present time*, published 1869, that *The Western New-Yorker* began publication at Perry in January 1841. It was soon removed the 9 miles to Warsaw (as county seat) when Wyoming was formed from Genesee County later that year, and continued uninterrupted into the 20th century.

As the newspaper of record for Wyoming County, *The Western New-Yorker* was certainly where post offices in the county would place their quarterly Lists of Letters – provided the editor accepted 2¢ per letter as compensation. Unfortunately, while the



National Endowment for the Humanities' *Chronicling America* project shows that scattered issues of *Western New-Yorker* do exist⁴ the bottom line is that for now I must assume, rather than show, that this letter to Chloë Belden was advertised and appeared in a List of Letters in that newspaper during an October between 1845 and 1850.

Figure 2: When Wyoming was formed from Genesee on May 14 1841 the village of Perry, 9 miles east of county seat Warsaw, lost its local newspaper, *The Western New-Yorker*.

Intermission: We've explored the postal law that governs advertising unclaimed letters in newspapers, and up to now I have portrayed Chloë Belden's letter as a case in point. But it may not have been. That is because, while the 1843 PL&R reaffirmed Sec. 26 of the 1825 Act giving postmasters the *option* of causing handwritten Lists of Letters to be posted in public places as Sec. 223, Sec. 225 that follows contains a contradictory regulation as follows: "*The practice of advertising letters remaining in the post office at the end of each quarter, in newspapers **not printed** in the towns and villages where the post office is situated, is attended with considerable expense to the Department, without any corresponding benefit to the public. Deputy postmasters, in towns and villages where there is no newspaper published, will hereafter advertise letters in the mode prescribed in the act of Congress of 1825, viz: 'make out a number of such lists, and cause them to be posted at such public places in their vicinity as shall appear to them best adapted for the information of the parties concerned.'*" Knowing that the town in which *The Western New-Yorker* was published was Warsaw, N.Y. from about June 1841 onward, and not its birthplace Perry, N.Y., the search for printed Lists of Letters remaining in the post office in Perry for 1845 to 1850 may be in vain because they never existed. But it is also possible that Publisher Barlow & Woodward succeeded in retaining the Perry office's business despite this paragraph among the 1843 Regulations. I proceed under that presumption since the alternative (the imposition of a 2¢ fee for a handwritten list) involves a more serious conundrum of Postal Law & Regulations than my assumption.

The Cost of Advertising

Let's look at the **12** cents: the sum of 10¢ paid to the Detroit postmaster and 2¢ *expected* (or hoped) *to be received* to recover the cost to advertise the letter.

Prior to 1845, postal law routinely expressed the *intent* that claimants of advertised letters were to pay the cost of advertising, but *Instructions to Postmasters* did not inform deputy postmasters how to do that or where to include these amounts in their quarterly Account Current. The 1845 postal law changed that, and required that the fact of being advertised be marked on the front of those letters at the time the List of Letters was published. The reason for this change is found in the fact that only a solid minority, 25% according to one Postmaster General, of letters advertised were claimed in a timely manner. That meant that 75% of advertised letters – and there were over 2 million of them every year in the 1840s – were sent as dead letters to the General Post Office.

The good news is that we know this letter to Chloë B was delivered in response to the advertisement, because it never went to the DLO. It also means the contents ended up in the right hands, which was the object of the Post Office Department in the first place.

But what was the meaning of all this to Anson D. Smith, postmaster of Perry, New York? Assuming his unclaimed letters were advertised in *The Western New-Yorker*, it would have added only a few cents to his quarterly commissions. But, let's not forget that hardly a single small town postmaster lived off those commissions. Most took the job for its prestige and political clout. In fact, at this time 80% of postmasters made \$100 or less a year⁵ but enjoyed the franking privilege, which for many was alone worth the effort of the job.

The way this whole "advertised letter/dead letter" thing worked under the 1845 act was a bureaucratic work of art. Take a deep breath. No, take a *really* deep breath: when 40 unclaimed letters remaining at the end of, say, the first quarter were advertised at a cost of 2¢ each, Smith reported 80 cents of *contingent expense* the following quarter for the second quarter because he would have paid the publisher of *The Western New-Yorker* those

80 cents in the month of April (called *contingent* because it was theoretically possible that all 80¢ would be recovered by delivering out all 40 advertised letters). Then, during the months of April, May and June, if his experience matched the arithmetic of the Postmaster General, his office would have collected 20 cents in fees when Chloë and 9 other people came to the office and claimed one of the 40 advertised letters. Those 20 pennies, while recorded as *paid postage* on the Smith's Account Current for the second quarter, would have theoretically offset 25% of the contingent expense recorded in the first quarter.

At the same time, at the end of the second quarter Smith would have backstamped the 30 advertised letters that still remained unclaimed in the Perry office (ignoring for the moment a new batch of unclaimed letters that accumulated unclaimed but had not yet been advertised) and he would have sent them to the Dead Letter Office. In a few strokes of the pen, the 80 cents of contingent expense from the first quarter would have become a 60 cent charge against the Post Office Department on the books of the Treasury while Smith would have 20 cents more cash in the till.

Then, and bear with this laborious procedure, the Dead Letter Office would have received a bundle of 30 dead letters all marked "Advertised, 2¢" early in the *third quarter* together with Smith's Account Current for the *second quarter* and turned both the bundle and the Account Current over to the Post Office Department Auditor's Office. First, an accountant would have retrieved the *first quarter* Account Current for the Perry, N.Y. post office from a file drawer and noted that his target was to account for 80¢ of contingent expense for advertising. Next, he would have inspected the post bill covering the bundle of 30 dead letters and recognized that 60¢ of that contingent expense was chargeable to the government. Finally, he would have looked in the second quarter Account Current for a notation that 20¢ of paid postage resulted from delivering out advertised letters and receiving the 2¢ fee. But – and consider that there were some 16,999 other postmasters doing the same as Smith – Anson Smith would have credited himself 30% commission on those 20 pennies of advertising fees. So the auditor, if no one else, would have recognized that Smith's commissions increased 6¢ on account of this treatment, and the Treasury was short yet another 6¢.

The Cost of Unpaid Letters

This sounds like a ridiculous effort over 80¢. But the reality was that the low success rate of advertising unclaimed letters was the second rung in a cascading wave of foregone revenue and unproductive expense long recognized by the Post Office Department. First Rung: running a national mail transportation system where some 85% of mail was *accepted unpaid* knowing it could be actively refused or passively unclaimed. Second Rung: about 7% of letter mail was *unclaimed*. By 1845 unsolicited circulars might have equaled twice the number of letters, and probably half of those were refused if not prepaid⁶ (as most were not until 1847). Third Rung: therefore, about 5% (75% of 7%) of letters would never generate a penny of postage, which amounted to almost \$160,000 in 1846 alone, which we will see would have paid for the Dead Letter Office clerks 10 times over. Fourth Rung: the POD spent \$50,000 to \$75,000 each year for advertising, divided between advertising for contracts and advertising for unclaimed letters. Knowing that the vast majority of unclaimed letters remained in large towns whose newspapers *competed* for the privilege of publishing the List of Letters, it is likely that 90% of the 2 million dead letters arriving in Washington each year cost 2¢ or 4¢ to advertise (the remainder being advertised by hand-written notices). Fifth Rung: running the Dead Letter Office cost about \$20,000 a

year, partially offset only by keeping up to \$1,500 a year from so-called Money Letters when their owners could not be found.⁷

Epilogue

The foregoing revenues and unproductive costs of unpaid unclaimed dead letters caused enough fiscal pain within the Post Office Department that strong lobbying of Congress ultimately produced the following (if not more) changes: commercial circulars, which had achieved the status of Junk Mail while being sent unpaid, were required to enter the mails *prepaid* in 1847; experimenting with “incentive” pricing in 1851, prepaid letters entered the mails at lower rates than unpaid letters; realizing a longstanding plea of many Postmasters General, Congress made prepayment of postage mandatory in 1855; borrowing the concept of a merchant’s corner card, the Post Office Department started offering a formalized Return Request/Return Address on embossed postal stationery in 1865.

Congressional oversight of the Dead Letter Office intensified in 1849. To the great benefit of postal historians, annual Reports of the Postmaster General soon began to include increasingly detailed information from then on.

Endnotes

¹ Act of February 20, 1792, §18: That the deputy postmasters shall, respectively, publish at the expiration of every three months, in one of the newspapers published at, or nearest, the place of his residence, for three successive weeks, a list of all the letters then remaining in their respective offices;

² Both Castile and Perry had long-established post offices when this letter was sent. While a letter directed to an unmarried woman Care of what appears to be a male relative, even in another town, may have implied delivery should be made to that male relative in the era 1845 – 1850, I assume the letter was carried to the Perry office.

³ Act of March 3 1845 §1 provides in part, regarding advertising unclaimed letters:

“And all letters which shall hereafter be advertised as remaining over in any post office shall, when delivered out, be charged with the costs of advertising the same in addition to the regular postage, both to be accounted for as other postages now are”.

And §18 provides in part, regarding the cost allowed to publishers:

“And all advertisements made under the orders of the Postmaster General, in a newspaper or newspapers, of letters uncalled for in any post office, shall be inserted in the paper or papers, of the town or place where the office advertising may be situated, having the largest circulation, provided the editor or editors of such paper or papers shall agree to insert the same for a price not greater than that now fixed by law” ... i.e. the rate of 2¢ “for each letter mentioned in the advertisement” stated in the 1825 act.

And carried forward from the Act of July 2, 1836 §35: “That advertisements of letters remaining in the post offices may, under the direction of the Postmaster General, be made in more than one newspaper; Provided, That the whole cost of advertising shall not exceed four cents for each letter”.

And carried forward from the Act of March 3, 1825, §26: “That the postmasters shall, respectively, publish, at the expiration of every three months, or oftener, when the Postmaster General shall so direct, in one of the newspapers published at or nearest the place of his residence, for three successive weeks, a list of all the letters remaining in their respective offices, or, instead thereof, shall make out a number of such lists, and cause them to be posted at such public places in their vicinity, as shall appear to them best adapted for the information of the parties concerned;

And from Instructions to Postmasters issued May 1, 1832 based on the Act of 1825: “At the end of every quarter, all letters then on hand, and which have not been already advertised, are

to be entered alphabetically in a list, and advertised. If there is a newspaper published near the office, and the editor will insert the advertisement three times at the rate of two cents for each letter mentioned in the advertisement, it is then be published in such newspaper.

⁴ URL: <http://chroniclingamerica.loc.gov/lccn/sn84031373/holdings/>

⁵ 1851 Report of the Postmaster General, page 419, Table of Post Offices by State, classified by postmaster compensation.

⁶ 1846 Report of the Postmaster General, pages 690-693 provide proxy data for 1836 through 1846 allowing this estimate to be made. Also, the 1845 Report of the Postmaster General page 859: "The immense number of letters transmitted to the offices to which they are directed, and returned as dead letters to the department, shows the importance and necessity of [prepayment of postage]. It is estimated by those having charge of the dead letter office that they average about 300,000 quarterly, and the first quarter under the new law alone 400,000. The department receives no compensation for their transmission, and is at the additional expense of forwarding them through the mails to the dead letter office. In addition to this loss, an immense mass of printed matter is sent through the mails which is never called for by those to whom directed, and which is not required to be returned to the dead letter office. The prepayment of postage would put an end to the practice, too common, of sending anonymous communications through the mails, intended to annoy and harass the persons to whom addressed ..."

⁷ Congress approved salaries for Post Office Department clerks in July 1836 ranging from \$1,600 for Principal Clerks to \$1,000 per year for the newest clerks. Those rates probably would have prevailed in 1845. The Dead Letter Office employed 13 clerks according to Eli Bowen's 1851 report on the DLO – another number that probably wouldn't have changed much according to the PMG's comments about volumes of work and staffing.

Bob Bramwell is currently studying the treatment of unclaimed letters by the U.S. postal system. He welcomes comments and questions to rbramwell@nc.rr.com and is in need of copies of quarterly Account Current for offices both large and small to better understand ratios of unpaid to paid letters and ratios of advertising by newspaper versus by locally posted lists.

Zeynep Tufekci, "Why the Post Office Makes America Great"

... Over the years, I've come to appreciate the link between infrastructure, innovation — and even ruthless competition. Much of our modern economy thrives here because you can order things online and expect them to be delivered. There are major private delivery services, too, but the United States Postal Service is often better equipped to make it to certain destinations. In fact, Internet sellers, and even private carriers, often use the U.S.P.S. as their delivery mechanism to addresses outside densely populated cities.

Almost every aspect of the most innovative parts of the United States, from cutting-edge medical research to its technology scene, thrives on publicly funded infrastructure. The post office is struggling these days, in some ways because of how much people rely on the web to do much of what they used to turn to the post office for. But the Internet is a testament to infrastructure, too: It exists partly because the National Science Foundation funded much of the research that makes it possible. Even some of the Internet's biggest companies, like Google, got a start from N.S.F.-funded research.

Infrastructure is often the least-appreciated part of what makes a country strong, and what makes innovation take flight. From my spot in line at the post office, I see a country that does both well; not a country that emphasizes one at the expense of the other.

(Excerpt from *The New York Times*, January 1, 2016)

Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message - Yamil Kouri

By the time this issue of *PHJ* is in your hands, there will only be a few days left before the start of World Stamp Show NY2016. There will be a plethora of postal history presentations during NY2016. Our annual meeting, followed by a presentation, will be at the Javitt's room IE06 on Wednesday, June 1, 2016, at 10:00 am. Our co-editor, Diane DeBlois will be talking about the carriage of colonial mail by Native Americans, based on Marshall Becker's article from *PHJ* 160, "Native Mail Carriers in Early America" that won our journal's best article award for 2015. Also on June 1 the International Postal History Fellowship will be having a series of six talks in room IE09. On Thursday, June 2, the American Philatelic Society and Smithsonian National Postal Museum Symposium will take place in room IE10. There will also be dozens of additional postal history presentations by other specialized societies. The number of frames of competitive postal history exhibits at NY2016 is astonishing – 1,399 – the single largest category in the show and a testimony to the success of this genre.

We still need volunteers to spend some time at our shared booth during the show. Please visit the following link (or check on our web site www.postalhistorysociety.org) to sign up: <http://doodle.com/poll/3cd8h24zsirwagsd>. See you in New York!

The Editors' Corner

Diane DeBlois & Robert Dalton Harris <agatherin@yahoo.com>

New York – the global city – hosting World Stamp Show is much on our minds, and so it is a pleasure to provide images of the city that were published on lettersheets in the second half of the nineteenth century (page 25). **Jim Milgram's** collection is extraordinary, and this form of epistolary blandishment (preserved today by only a few traditional hotels) has attracted postal historians for decades.

Our research on the *SS Sirius* received a welcome boost from an unexpected source. A year ago, at a Grolier Club function in London, **Denis Vandervelde** (former President of the International Federation of Stamp Dealers Association and author of many articles in this journal on the disinfection of mail) told us about the 'extra' information to be found in *Lloyd's Lists*. Being able to discover what vessels met in the middle of oceans, and thereby where mail might have been exchanged, was thrilling. These Lists are not digitized, and, as we discovered, the index isn't very useful. But the librarian at the Guildhall Library was very accommodating and helped us with the microfilm vicissitudes – to discover details about the *SS Sirius* (and *Great Western*) that we share here (page 20). Might letters be found that arrived in the Falmouth drop of May 18 and originated with one of the four vessels the *Sirius* 'spoke with' during her return to England?

Postal historians have often been frustrated by the paucity of examples of ordinary forms that we know were part of daily practice. **Bob Bramwell** would like to share his

work with unclaimed mail and needs more examples of the quarterly “Accounts Current” from the 19th century. Postmasters were required to submit these but didn’t always retain a copy (for us to find and examine). Bob wishes to get a better picture of the ‘shape’ of the mails – the proportion of paid to unpaid; of advertised to delivered; of newspapers to letters (page 55). And we have been enticed by the few examples of “Report of Letters Sent” that are available. These forms record the daily traffic of letters through a post office, offering insights into the system network. The 1792 example (page 17) covers the very first period of the new American postal system but it lacked a place name. Discovering the source was a great mapping experience. We fear that this one page was ripped from a ledger – apparently not a recent tear – and have been unable to locate the original in any institutional collection.

Barry Hobbs’s excellent piece on Bolivia’s railway mail that leads this issue is part of our reciprocal program with the Postal History Society of the UK. What can come of such a chance to expand the scope of readership was revealed when **Steve Berlin’s** article (*PHJ* 162) on “War Rebels & Mail Robbery 1745-1899” was republished in England, Malcolm Fenning wrote the author to note that he has a letter from the same 1745 correspondence, dated the previous week, that was intercepted by the Jacobite army (sent from Edinburgh October 17 and received in London October 23, resealed, with “open by the Rebels” in a different hand). He adds: “The City of Edinburgh was under Jacobite army occupation from September 17 until November 1, 1745 although the castle remained in government hands throughout. The city’s population was divided between those that were pro-government and those that sympathized with the Jacobite cause. I believe that it is most likely that letters posted at the Edinburgh Post Office were intercepted at that site by members of the Jacobite army and were opened there to read the contents, in effect to censor the letters and to establish who in the city had what sympathies. The fact that our two letters were written some days apart and did not go by the same post to London would appear to support the theory that the letters were intercepted at Edinburgh’s Post Office rather than en route to London and that opening letters had become systemic for the occupying army rather than a ‘one off’ event.”

Dale Speirs continuing to map out the postal history of the Canadian Rockies reminds us that postal geography is such an integral part of the postal historical process (page 9). We have published several of Mr. Speirs’s pieces that provide a comprehensive history of the postal service throughout this remote landscape, helping to document towns and ways of life that have disappeared, because we believe this kind of hands-on investigation is a model for other areas.

Christy Pottroff, a PhD candidate in American literature at Fordham University has been awarded a Predoctoral Lapidus-OIEAHC Fellowship in Early American and Transatlantic Print Culture for “The Mail Gaze: Early American Women’s Literature, Letters, and the Post Office, 1790-1865.” Pottroff writes: “For women writers, a letter sent by mail meant direct access to the public sphere of national politics. They use letters and references to the postal system in their literature to explore the crucial question: how will we be united? During this period of nation building, the postal map evolved from a sparse constellation of drop-points to an intricate web of private and affordable communication. Unlike other contemporary institutions, the USPOD never barred participation based on gender or race. The postal service connected all people in a private network of exchange under the auspices of the national government.”



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Dealers in Postal Maps



Diane DeBlois &
Robert Dalton Harris
PO Box 477, West Sand Lake
NY 12196
agatherin@yahoo.com

agatherin'

*Detail with legend of 1835
Post- und Reise-karte von
Deutschland, Friedrich Wilmans,
Frankfurt.*